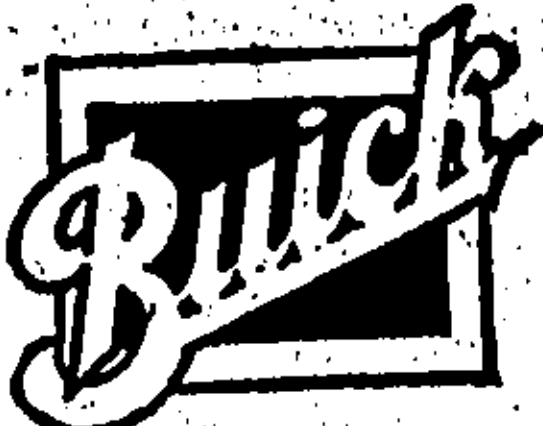




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NANKING ECHO.

BRITAIN AND THE NATIONALISTS.

"PROPER THING."

Sir Austen Chamberlain on Proposed Changes.

"CONSULATE-GENERAL UNINHABITABLE THROUGH LOOTING."

Replying to questions on China in the House of Commons Sir Austen Chamberlain said he was not prepared to instruct the Consul-General of Nanking to take up quarters on board a warship there.

The proper thing was for the Chinese authorities to restore the Consulate-General which the Nationalist troops had rendered uninhabitable through looting and by occupation.

The British Consul, added Sir Austen, now resided at Shanghai but visited Nanking periodically.

Other questions and answers had to do with the proposal to shift the centre of government from Peking to Nanking. It was stated there was sharp divergence of opinion upon this point in Nationalist circles. The proposed changes in Postal Administration were also discussed.

THE POSTAL PROTESTS.

London, Yesterday.

China figured largely at question time in the House of Commons to-day.

Sir Austen Chamberlain, Secretary of State for Foreign Affairs, replying to a question regarding the proposed transfer of the Chinese capital from Peking to Nanking, said that a representative of Dr. C. T. Wang (the new Nationalist Foreign Minister at Nanking) had recently informed Sir Miles Lampson (the British Minister at Peking) that there was sharp divergence of opinion in Nationalist circles on this question. The question will be discussed at the plenary session of the Nationalist Political Council in the middle of July.

"The Proper Thing."

With regard to the desirability of having a British Consul-General at Nanking, the seat of the Nationalist Government, Sir Austen Chamberlain said that he was not prepared to instruct the Consul-General to take up quarters on board a warship there. The proper thing was for the Chinese authorities to restore the Consulate-General which the Nationalist troops had rendered uninhabitable through looting and by occupation. The British Consul-General now resided in Shanghai but visited Nanking periodically.

Postal Changes.

With regard to the proposed Chinese changes in the Postal Administration, involving curtailment of the powers of the foreign Co-Director-General and reduction of staff, Sir Austen Chamberlain said that the Diplomatic Body at Peking had lodged protests when the agreement of Feb. 6 between the then Peking authorities and the Nanking authorities as regards the Postal administration, was made. The protests were lodged because the agreement constituted a breach of the Chinese assurance given at Washington in 1922 in regard to the status of the foreign Co-Director-General.

Foreign Staff.

Sir Austen also said that he was not aware if any proposals had been made to reduce the foreign staff in the Postal Administration. The Diplomatic Body is closely watching the situation resulting from recent developments and the proposal to abolish the Director-Generalship in Peking and to transfer the Administration to Nanking.

Salt Irregularities.

Sir Austen stated that Sir Miles Lampson had warned the Nationalist Foreign Minister at Nanking of the irregularity of the Nanking Salt Administration's orders regarding the Salt Gabelle revenue. Discussions between the Associate Chief Inspector and the Nanking authorities were proceeding.

He had seen, said Sir Austen, the declaration of June 17 of the Nationalist Government of Nanking in regard to international obligations. He, Sir Austen, was in no wise satisfied with the Nanking Government's attitude in this matter.

The Old Mixed Court.

With regard to the appointment of a youthful new president of the Shanghai Provisional

Court, Sir Austen said that the Consular Body at Shanghai was opposing the dismissal of the ex-president (Judge Loo Hsing-yuan) as a violation of the assurance annexed to the Rendition of the Mixed Court Agreement. This matter is now being discussed by the Nationalist Commissioner of Foreign Affairs on the one hand, and the United States, Japanese, Dutch and British Consul-Generals on the other. Sir Austen also expressed the opinion that all necessary representations had been made by Sir Miles Lampson and the British Consul-General at Shanghai (Sir Sydney Barton).

"Too Optimistic."

Sir Austen also reviewed the situation in Manchuria. He stated that developments were being watched very closely.

Sir Laming Worthington-Evans (Secretary of State for War) stated that besides the normal establishment, there were seven infantry battalions and auxiliary troops now in China. He thought, he said, that his question was a little optimistic in urging that conditions in China had recently improved as being the reason why withdrawal of British troops should be accelerated.

No Threat to British.

London, Yesterday. Questioned regarding the position in Manchuria, Sir Austen Chamberlain said that on June 20, Marshal Chang Tso-lin's son, General Chang Hsueh-liang, took over the post of Chief Military Commander at Mukden and Marshal Chang Tso-lin died at midnight on June 21. Apart from this, there had been no change in the political situation in Manchuria. He was not aware of any threat to British commercial interests in that province but developments were being closely watched.

Tientsin and Chefoo.

Orders have been issued by the Nanking Salt Administration to District Inspectors at Tientsin and Chefoo directing that, as from June 3, all payments issuable by those officers be temporarily deposited with various Chinese banks to be taken over by an officer appointed by Nanking. In regard to this development, Sir Austen Chamberlain said that these orders entirely ignored the authority of the foreign Associate Chief Inspector and were in complete disregard of the procedure laid down in the Reorganisation Loan Agreement for the fulfilment of obligations secured on Salt revenues.

Interference.

Interested foreign representatives in Peking are closely watching the situation regarding the Chinese Postal Administration in view of curtailment of powers of the Foreign Co-Director-General (H. Picard-Destelan).

The Washington assurance of 1922 was that the Chinese Government contemplated no change in the Postal Administration in so far as the status of the foreign Co-Director-General was concerned.

The Senior Consul in Shanghai was on June 15 notified that the President of the Provisional

CANTON STEAMSHIP FOUNDERS.

THE S.S. "LEE ON."

WATER POURS IN THROUGH PROPELLER SHAFT.

NO LIVES LOST.

Information reached Hong Kong at 5 p.m., yesterday of the foundering of the s.s. "Lee On" owned by the Hop On Steamship Company, of No. 49, Des Voeux-road West.

The disaster occurred whilst the vessel was on a voyage from Wushek to Canton on Tuesday, and the location of the sunken vessel is given as longitude 113.09 East and latitude 22.19 South.

According to particulars available in Hong Kong, no lives were lost, but a fairly large cargo of salt went down with the ship.

On board the ship at the time were a crew of 47 and 38 coolies who were in charge of the cargo of salt and travelled on the ship. These all put off from the doomed ship as soon as it was found that it was impossible to prevent her from sinking. They were picked up towards evening by two fishing junks and brought to Hong Kong, arriving here at 4.30 p.m. yesterday.

CAPTAIN'S STORY.

The master of the ship, a 1,000 ton vessel, which was registered in Canton and flies the Chinese flag, is Captain Kwok Kau. According to the master the first signs of the disaster occurred at about 4.30 p.m. on June 26, when the propeller suddenly gave several violent jerks which shook the ship from stem to stern. Then water began to pour into the ship through the propeller shaft.

The ship's pumps were immediately set to work, but almost immediately it was found that the pumps could not possibly cope with the tremendous rush of water. Accordingly it was decided to abandon the ship which was fast settling down in the water.

All the ship's life boats were speedily lowered and in these the whole of the crew and the salt coolies put off the ship. In the fast gathering darkness, those on board the life boats dared not attempt to reach Canton, so they rowed the boats some distance away from the doomed ship, far enough to avoid any danger of being pulled down by the suction of the sinking ship.

Here the life boats remained, those on board watching with dismay as the ship sank lower and lower into the water. She finally went down completely with a big roar as the water covered her up, at 7 p.m.

RESCUE BY JUNKS.

After the sinking of the "Lee On," her life boats still remained in the vicinity, until about 7.15 when they saw two passing fishing junks and shouted to them for help. The junks hove to, and the life boats went alongside and all the refugees were taken on board the two junks. For fear of attacks by pirates, the junks did not attempt to make for Canton, but immediately sailed in the direction of Hong Kong instead, arriving here, as already stated, yesterday afternoon.

Prior to leaving the doomed "Lee On" her fires were drawn by her crew, thus avoiding any possibility of an explosion accompanying the sinking of the vessel. The cargo which was lost with the ship was stated to be 1,100 tons of salt.

53 ON BOARD?

Later. Besides Captain Kwok Kau, the "Lee On" carried two other Chinese officers, these were Chief Officer Wong Kow and Chief Engineer Che Chow. According to an estimate by the Chief Officer, the number of people on board the ship, at the time of the disaster was placed at 53 all told.

Court had been instructed by the Kiangsu Provincial Government to hand over the duties of his office to a new appointee. The dismissal of the President was being opposed by Consular Body as violation of the assurance that judges of the Provisional Court will enjoy immunities and securities of tenure provided for by Chinese Law. — British Wireless Service.

GERMAN & DANISH "INCIDENT."

PRESS SENSATION.

DANISH CAPTAIN ARRESTED FOR ESPIONAGE.

TYPIST ALSO

London, Yesterday. A German and Danish incident is being featured in the Press of both countries, namely, the arrest of a Danish Captain, Lembourg who served with the French Army in wartime at the German bathing resort Sylt.

German official circles are very reticent regarding the matter, but, according to Berlin telegrams, it is admitted that Lembourg is suspected of espionage and that it is alleged that while in Berlin recently he posed as an Englishman and tried to obtain information with regard to the German Army from a woman typist with whom he was friendly. The latter has also been arrested and will be tried for high treason. — Reuter.

NEW "LANDRU."

IDENTITY BELIEVE TO BE ESTABLISHED.

HIS METHODS.

Paris, Yesterday. It is believed that the man wanted in connection with the new "Landru" is a sexagenarian named Jerome Prat who disappeared in a motor car on June 18 carrying a large sack supposed to contain an

RED PLOT?

To Disrupt British Empire.

London, Yesterday. An alleged Moscow plot to strangle the transport communications of the British Empire is revealed in a letter published in the "Daily Mail" from Mr. Tom Walsh, Australian labour leader, to Mr. Havelock Wilson, on May 19. Walsh is the husband of Adela Pankhurst, formerly an extremist but who has now severed her connection with labour extremists owing to the gravity of the situation created by the communists in Australian Ports.

The letter declares that the International Seamen's Club was recently founded in Sydney and financed by Moscow emissaries. The club is working among the crews of British ships. The letter quotes what it describes as a Soviet Russia order issued to Australia declaring that the "political interests of the Soviet will now be best served if the transport communications of Great Britain could be disrupted." — Reuter.

other victim after the neighbours had been aroused by the death cries of a woman who was found strangled in a villa.

Prat's methods are like those of Landru, as he enticed women to his villa by means of matrimonial advertisements. He drugged them or made them drunk and then murdered them for the sake of their valuables. — Reuter.

POLAND'S POLITICS.

NEW CABINET

FORMED.

Warsaw, Yesterday. M. Pilsudski (the Premier) for reasons of health has resigned and M. Bartel, the ex-vice-premier has formed a Cabinet with M. Pilsudski as Minister of War. The latter is taking a two months' cure abroad. — Reuter.

INDIAN TRAGEDY.

DEATH SENTENCE

QUASHED.

Rangoon, Yesterday. The conviction and death sentence on an Indian, named Kall, in connection with the Burma railway accident has been quashed on appeal, and Kall acquitted. — Reuter.

TO-DAY'S DOLLAR.

The clearing rate of the dollar on demand to-day was 2/0 7/16.

RAILWAY DISASTER IN ENGLAND.

AT DARLINGTON.

EXCURSION TRAIN COLLIDES WITH GOODS TRAIN.

SIX KILLED; 30 INJURED.

London, Yesterday. Six persons have been killed and 30 injured in a collision between an excursion train travelling from Scarborough to Newcastle with a goods train outside Darlington station.

18 Killed. The death roll of the Darlington collision is now reported to be ten. — Reuter.

Later. The death roll has risen to eighteen. — Reuter.

THE DEMOCRATS.

DARKY "JUBILEE" SINGERS AND FISTICUFFS.

PLENTY OF NOISE!

Houston, Yesterday. A violent downpour has rendered the streets impassable, with the result that traffic is hopelessly congested. This considerably delayed yesterday evening's session of the Democratic Convention.

Eventually Claude Bowers of New York read "the keynote speech," outlining the party's policy and aims, and unsparingly denouncing the alleged corruption in the Republican Party.

It was greeted with outbursts of frenzied clapping and cheering, the delegates sometimes rising and parading the hall with banners, screaming and shouting while bands blared appropriate airs.

Oratory.

The speech declared that American democracy was battling for the Nation's honour against the most brazen and shameful carnal of corruption. It pleaded the claims of the farmers, who were sacrificed for high finance, while millions of farms were abandoned. "The auctioneer's hammer knocking down farm lands sounded like the continuous bombardment in a major battle in the West."

He denounced dollar diplomacy, which he considered was endangering America's markets. "We cannot match a marine with a musket against a British or German salesman with a smile."

He declared that the Republicans' foreign policy "made us the most distrusted and unpopular nation on the globe."

Warning Against "Wet" Plank. Senator Robinson of Arkansas, Permanent Chairman of the Democratic Convention, who is backed by Tammany Hall for the Vice-Presidency, uttered a warning against the inclusion of a "wet" plank in the Democratic platform. He thrilled his audience with his reference to the Teapot Dome scandal, declaring that Democrats were entitled to make the issue one of honest Government.

Robinson is nominally opposed to "Al" Smith on the question of prohibition, but, as he is the first Southerner to be nominated for a high office on a national ticket since the Civil War, his inclusion on it with Smith, if accomplished, is expected to prevent a serious defection led by the southern "drys."

A Lively "Scrap."

Speakers who dealt with the revival of the Democratic spirit throughout the land were aided by a chorus, 100 darky "jubilee" singers.

The heat was intense. Fisticuffs occurred among the North Carolina delegation. As Governor Smith's supporters were making a "religious Liberty" demonstration, they endeavoured to snatch a banner and make others join in.

Police intervened and broke up the tussle, freely using their truncheons, while the whole hall was in an uproar.

Mr. Hoover's Intentions.

Washington, Yesterday. Mr. Herbert Hoover, the Republican Party's nominee, intends to resign from the Secretaryship of Commerce before July 15 in order to devote himself to the presidential campaign. — Reuter's American Service.

MR. R. J. BIRBECK PASSES.

DIES ON HOLIDAY.

POPULAR SPORTSMAN AND PEDAGOGUE.

25 YEARS IN COLONY.

We regret to announce the death of Mr. R. J. Birbeck, M.A., J.P., Headmaster of Wantall Government School. The sad news was received this morning by cable.

AN APPRECIATION.

By One Who Knew Him Well.

When, a few months ago, Mr. Birbeck left Hong Kong on a trip to Australia many of his closest friends shook their heads, and some of those most intimately acquainted with him even whispered that they never expected to see him back here again. But he himself took a more hopeful view, and talked cheerfully of a month's fishing in the Blue Mountains. His liver he said, had weathered many storms. In one of the last conversations with him the present writer pictured visiting him about 1940, a crusty retired old bachelor bristling with irritation at the youth and vivacity of his senior.

But this was not to be. Son of the Manse.

Mr. Birbeck was born on June 25, 1875, so that had he lived a couple of weeks longer he would have completed fifty-three years. He was the son of a clergyman whose vicarage had been in Monmouthshire. Mr. Birbeck himself was also intended for the Church, and for this reason he had taken out a Divinity Testimonial at Trinity College, Cambridge, of which University he was a Master of Arts. After teaching some time in England he was appointed to be an Assistant Master in Queen's College, Hong Kong, in July, 1903. He arrived in the Colony in September of the same year.

Few appointments could really have been wiser or better than his. A wonderfully accurate scholar, he could impart his knowledge in such a way as to keep a firm hold on his class. What was more important still he very soon took the measure of everybody in his class. He was a particularly shrewd judge of men: this, though a valuable quality in most occupations, is absolutely essential in educational work.

At Cambridge.

At School Birbeck had come from the regime of the great and venerable Rev. J. M. Wilson, M.A., D.D., who, like the late Dr. Salmon, was a theologian and mathematician in a wonderful fashion and produced books on geometry, double-stars and the Greek Testament in regular succession. One would thus have expected the pupils' tastes to have a mathematical bent. And indeed this was so. His mind was naturally of an orderly mathematical turn, with an insight into the value and use of symbols which could be seen when he tackled a problem in algebra or trigonometry.

But when he went up to Cambridge the great Arthur Woolgar Verrall, certainly the most daring and perhaps the greatest classical scholar of his day, was Birbeck's Tutor. Some of Verrall's letters to him were amusing. He had to attend Verrall's lectures, and the great Euripidean instilled into his pupil a wholesome respect for the worth of the Classics both as a great literature and as a mental discipline.

Sporting Activities.

In his College days and in his early years in the Colony he was keenly interested in sport. He was a keen and very good croquet player and tennis player. He had few equals in his skill in placing a ball on the tennis court, and in the days when he used to play a good deal with Beasley and Tim White was one of the pick of the Colony.

Later he gave up tennis and took to golf, and for the last couple of years took very little exercise of any kind.

Kind Hearted.

He was one of the most kind-hearted of men. Few men must have put their hands in their pockets so deeply and so often for friends who were in a tight corner. And as the present writer was the recipient of more than one offer

CENSURE ON NAVAL OFFICERS.

H.M.S. "BACCHUS."

"EVERY RULE OF NAVIGATION BROKEN" BY SHIP.

JUDGE'S COMMENT.

London, June 18. "Every rule of navigation seems to have been broken by this ship," declared Mr. Justice Bateson, in the Admiralty Division to-day, in passing judgment against H.M. fleet auxiliary "Bacchus," in regard to the collision with the steamer "Joannis Fafallos," the owners and crew of which were awarded damages.

GREEK STRIKE.

BELIEVED TO BE NEARLY ENDED.

Athens, Yesterday.

The General Federation of Labour has accepted the Government's offer to mediate in the tobacco dispute and has nominated delegates to the committee which will examine the workers' claims. It is believed the end of the strike is imminent. — Reuter.

AT KOWLOON TONG.

CONTAMINATION OF WATER SUPPLY.

RESIDENT SUMMONED.

Mr. Chan Sai-man, residing at 181 Kowloon Tong, was summoned this morning for "altering the P.W.D. Water Works inside service by connecting the service pipe supplying filtered water to the Kowloon Tong residents to a pipe supplying unfiltered water to flushing plants, and using the filtered water of the P.W.D. Water Works 'inside service' for flushing purposes."

Defendant was not present, his secretary making an appearance, and explaining that the accused was in Canton, but would in all probability be back to-morrow.

A P.W.D. representative asked His Worship if the wording of the summons could be altered, to make the summons clearer than at present.

Mr. W. Schofield said that it would be possible to put out a new charge against the defendant, but in so doing the latter had to be notified of the change. The case was adjourned for hearing on Friday next, July 6.

"FELIX" THE CAT.

IN EVERY SATURDAY'S "CHINA MAIL."

FULL PAGE COMIC.

Ask any group of cinema-goers to name the most popular "comic" feature film appearing on the screen these days and many of them, without hesitation, will reply: "Felix!"

The antics of this comical black cat, with his Charlie Chaplin walk and expressive characteristics, have made millions laugh. Starting from Saturday next the exploits of "Felix" are going to make readers of the "China Mail" laugh too.

Every Saturday, in the regular Pictorial Section, will appear a full page of "Felix" cartoons, together with an interesting story about the other pat Sullivan creation, "Laura," featuring the clever parrot which is always causing trouble.

The Pictorial Section, as usual, will contain pictures of local interest, including many exclusive ones, illustrated fashions, and our Home-side Picture Service, containing prints specially and exclusively supplied to the "China Mail" by the famous London Distributors, the Sport and General News Agency.

How can the more readily testify to this unobtrusive trait in a very lovable character.

Many a household in the Colony will mourn their loss and miss his clever, witty, and sympathetic ways. In England, a sister, Mrs. Peake, survived him, and much sympathy will be felt for her.

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HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "ESQUILINO" Sails on/or about 24th July.
M.V. "ROMOLO" Sails on/or about 21st August.

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SHINYO MARU (Calls Nagasaki) Tuesday, 10th July.

SIBERIA MARU (Calls Keelung) Tuesday, 24th July.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KAMO MARU Saturday, 30th June.

KATORI MARU Saturday, 28th July.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 25th July.

MISHIMA MARU Wednesday, 22nd August.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Wednesday, 11th July.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

GINYO MARU Thursday, 12th July.

SOUTH AFRICA (East Coast) via Singapore, Cape Town & Ports.

KAMAKURA MARU Thursday, 12th July.

NEW YORK and/or BOSTON via PANAMA.

↑ TAKAO MARU Wednesday, 4th July.

↑ KAKO MARU Saturday, 14th July.

LIVERPOOL via Port Said, Geneva, Marseilles.

↑ DURBAN MARU Wednesday, 11th July.

CALCUTTA via Singapore, Penang & Rangoon.

↑ RANGON MARU Saturday, 30th June.

↑ KOKUSHIMA MARU Monday, 9th July.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th July.

SHANGHAI, KOBE & YOKOHAMA.

↑ TOTTORI MARU (Mojil direct) Tuesday, 3rd July.

↑ CEYLON MARU (Mojil direct) Monday, 9th July.

KASHIMA MARU Monday, 9th July.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ALTAI MARU Wednesday, 11th July.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Manila, Suez, and Cape Town.

MANILA MARU Monday, 2nd July.

BOMBAY—Via Singapore & Colombo.

INDUS MARU Friday, 6th July.

BORNEO MARU Friday, 20th July.

QURBAN, DELAGOA BAY, BEIRA, DANES-BALAAM, ZANZIBAR AND

WOMBEA—Via Singapore and Colombo.

PANAMA MARU Sunday, 8th July.

CALCUTTA—Via Singapore, Penang and Rangoon.

SHUNKO MARU Thursday, 6th July.

SEATTLE MARU Wednesday, 25th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

ARABIA MARU (From Shanghai) Monday, 2nd July.

MELBOURNE—Via Manila, Brisbane & Sydney.

BURMA MARU Friday, 6th July.

BANGKOK—Via Saigon.

HAIPHONG—Via HONGKONG & PAKHOI.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAVANA MARU Thursday, 28th June.

HAMBURG MARU Middle of July.

JAPAN PORTS.

BAVIA MARU Saturday, 7th July.

AMAZON MARU Wednesday, 11th July.

SUMATRA MARU Friday, 18th July.

KEELUNG—Via SWATOW & AMOY.

BOZAN MARU Sunday, 1st July Noon.

KISHU MARU Sunday, 8th July noon.

CANTON.

DELHI MARU Sunday, 8th July.

TAKAO—Via SWATOW & AMOY.

KOHOKU MARU Thursday, 28th June noon.

TAKAO & KEELUNG.

BATAVIA MARU Saturday, 7th July.

TAKAO MARU Friday, 20th July.

TAKAO MARU.

For further particulars please apply to—OSAKA SHOSHA KAISHA.

Tel. Central No. 4025, 4026, 4027.



SHIPPING SECTION.

MOTOR SHIP.

S.S. "GREYSTOKE CASTLE" IN
HONG KONG HARBOUR.

RECEPTION HELD.

Captain R. L. Hughes, M.B.E., of the Lancashire Shipping Company's new motorship "Greystoke Castle," which is at present in Hong Kong harbour, on her maiden voyage (she was launched on December 9) from New York and back, via the Mediterranean, held a reception on board the ship yesterday afternoon, when a large number of local residents availed themselves of the opportunity of inspecting the fine new vessel.

The guests were met on the gangway of the ship by Captain Hughes who, with his officers, escorted the visitors around the vessel, giving interesting explanations of the various latest navigation developments, and up-to-date life-saving equipment. The Chief Engineer acted as guide for those of a mechanical turn of mind who went down into the engine room.

Built by Messrs. Cammell, Laird and Co., Birkenhead, to Sir Joseph Isherwood's plans, the "Greystoke Castle," which is of a strength in excess of Lloyd's requirements both in regard to double bottom, decks and shell, with some adaptations of the Transverse system, which time and experience have shown to be advantageous, has the following dimensions:—Length, 425ft. b.p.; breadth moulded, 56ft.; depth moulded, 31ft. 6in.; displacement load, about 13,200 tons; and an estimated speed of about 14 knots.

MILD STEEL.

She is built of mild steel, under special survey, to Lloyd's 100 A1 class and is constructed on the Isherwood combination system of framing. She has a straight stem and an elliptical stern. A cellular double bottom extends all fore and aft and is divided into numerous compartments for oil fuel or water ballast, &c., while the fore and after peaks are fitted as ballast tanks. Two complete steel decks run all fore and aft, and in addition there are fore-castle, long bridge and poop decks. Five large holds are available for cargo and also five "tween decks spaces, all with extra large hatches. Two deep tanks are fitted amidship for the carriage of oil, &c. Steel derricks are provided at the masts for working the cargo, one being suitable for 30 ton lifts, 10 for 8-ton and 2 for 5-ton lifts. Powerful electric winches are installed at the masts and special arrangements made for dealing with heavy loads. A large warping which is electrically-driven, is fitted on the poop. A powerful electric windlass is provided on the fore-castle deck, the motor being installed on the deck below. Electro-hydraulic steering gear is fitted in a house aft and, is controlled by telemotor gear from the navigating bridge forward, and by rods and gearing from the docking bridge aft.

ON THE LOWER BRIDGE.

The captain's rooms, six state rooms and a smoking room are situated on the lower bridge immediately above the officers' accommodation, while the wireless operators and W/T instrument room are on the navigation bridge immediately aft of the chart-room. Accommodation for P. O.'s and crew is provided in the poop. It is fitted with separate mess-rooms, &c. A hospital for the crew is arranged in a house on the poop deck; also a crew's galley. The officers' galley is at the forward end of the engine casing on the bridge deck and is complete with range, dressers, troughs, and all necessary utensils. Six staterooms are provided for passengers; they are tastefully decorated and upholstered in good style. The dining saloon is in a house at the forward end of the bridge deck and has seating accommodation for 18 persons.

Electric light is installed throughout the ship, the current being provided by four Diesel-driven dynamos situated in the engine-room, the voltage being 220 D. C. and the wiring on the double-wire system.

THE ENGINE ROOM.

The two main engines are four-stroke cycle, single-acting, reversible Diesels of the Wapkepoor type, and have been supplied by the North Eastern Marine Engineering Co., Ltd. They are of improved design, each engine having six cylinders of 780 mm. diameter by 1,800 mm. stroke.

The electrical power for the vessel's auxiliaries, lighting sets, &c., is provided by four auxiliary Diesel engines, made by Messrs. W. H. Allen, Sons and Co., Ltd.

The other engine-room auxiliaries consist of a cooling water pump and a ballast pump, both of the vertical centrifugal type, a lubrication oil pump and oil fuel transfer pump, a general service pump and emergency oil fuel transfer pump, auxiliary and emergency aid compressors and three oil purifiers. All these auxiliaries are electrically driven, with the exception of the emergency air fuel transfer pump, the emergency air compressor and two feed pumps, which are driven by steam at 135 lbs. per square inch supplied from an unusually large Cochran boiler fired by oil fuel plant of the low-pressure type.

The itinerary of the line is from New York to Japan via the Panama Canal, Shanghai, Hong Kong, Manila, Java ports, Colombo, Port Said and thence back to New York. The service will be maintained by the "Greystoke Castle" and "Muncaster Castle," sister ships of the line. The "Muncaster Castle" left New York this week, she also being on her maiden voyage. Messrs. Dodwells are the local agents.

The officers of the "Greystoke Castle" are Captain R. L. Hughes, M.B.E., Chief Officer Eversall, Second Officer Lane, Chief Engineer Chisholm, Second Engineer Fisher, with a crew of 25 Europeans and 30 Asiatics. The officers all have a long period of service with the Company.

COMMONWEALTHS.

PURCHASED BY WHITE STAR LINE.

LORD KYLSANT'S PLANS.

As already announced, the Federal Government has accepted Lord Kysant's tender to purchase the Commonwealth Line for the sum of £1,900,000.

In a statement given to a Lloyd's List representative, which appears below, it is learned that the name of the Line will in future be the Aberdeen and Commonwealth Line.

Further particulars are now awaited with regard to the services which Lord Kysant has offered to provide and which, it was generally understood, were to form a part of Mr. Bruce's statement in the House of Representatives. It is believed that the Aberdeen and Commonwealth Line will not form part of the Australian Conference, but, as in the case of the Australian Commonwealth Line, will act in friendly relationship with the Conference Lines in discussions respecting sailings and rates.

Lord Kysant's Statement.

Lord Kysant's statement is as follows:—

"I am naturally gratified to hear that the tender I put in on behalf of the White Star Line Ltd., has been accepted by the Australian Government. I am already interested in the shipping trade of the Commonwealth through my connection not only with the White Star Line, whose vessels have run to and from Australian ports for many years, but also my association with Messrs. Geo. Thompson and Co., Ltd., whose famous Aberdeen Line was founded over a century ago.

"Those whose memories go back to the sailing ship days will remember the foremost position which the Aberdeen Line occupied in the Australian trade at the height of the clipper ship era, when the Salamis, Patriarch and, above all, Thermopylae—to mention but a few—time after time were the first home with the new season's wool. The Aberdeen Line has carried passengers and cargo to and from the chief Australian ports without interruption ever since, and may fairly claim to have played a longer and more important part in migration than any other line.

"I look forward to the further opportunity afforded me by the purchase of the Commonwealth Government Line to assist in the development of the overseas trade of the great Commonwealth, and the service will be conducted under the Aberdeen Line flag, and will be called the Aberdeen & Commonwealth Line. I believe in the future, still larger quantities of the primary necessities of life to the markets of the world, and whose vast areas, with their immense natural resources, are only awaiting development by a larger population of British stock and afford an opportunity for a prosperous career for large numbers in the country, for whom there is no similar chance of making good."

Other tenders for the line were received from Sir Walter Runciman, £1,250,000; and Sir James Connolly, former Western Australian Agent-General in London, £1,575,000. The Government is calling for tenders for the lease of the State shipbuilding yards on Cockatoo Island.

The following is a list of the vessels (all twin-screw) which have been sold to the White Star Line:—

	Built	Tons	gr.	Pangra.
Easperance	1922	18,856	738	
Bay	1922	18,839	738	
Hobsons Bay	1922	18,839	738	
Jervis Bay	1921	18,853	738	
Largs Bay	1921	18,855	738	
Morton Bay	1921	18,855	738	
Ferndale	1924	9,670		
Fordale	1924	9,674		

*Cargo only.

The Australian Commonwealth Line of Steamers was founded in 1923 and took over nearly £5,000,000 worth of vessels from the Commonwealth Government Line, which was established in 1916 by Mr. W. M. Hughes, the Prime Minister of Australia. Much of this tonnage has since been disposed of, partly to Japanese owners, but the more recent addition of seven modern ships is stated to have involved an expenditure of £8,000,000. The value of those ships was recently written down to £3,400,000. The net result of the Commonwealth's handling of the shipping business has been losses exceeding £12,000,000.

The purchase now announced makes a substantial addition to the biggest group of ship-owning companies in the world. Lord Kysant is either chairman or director of companies the total capital of which is over £200,000,000. Among them are the White Star Line, the Royal Mail Steam Packet Company, the Pacific Steam Navigation Company, Elder Dempster & Co., Ltd., the Union Castle Mail Steamship Company, the Glen Line, Coast Lines, Ltd., Lamport & Holt, Ltd., H. & W. Nelson, Ltd., the King Line, Harland & Wolff, Ltd., and the London and Thames Haven Oil Wharves, Ltd.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Benarty" from Leith, Middlebro', Antwerp, London, Straits and Philippines is due to arrive here to-day.

The P. & O. s.s. "Novara" left Shanghai for this port on June 28 at noon with the Mails, and is due here on June 30 at about noon.

The C.P.S. R.M.S. "Empress of Canada" from Hong Kong on June 18 left Yokohama on June 21 at noon, and is due at Vancouver on June 30.

The C.P.S. R.M.S. "Empress of Russia" (Capt. A. J. Hoskon, R.N.R.) will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on July 4.

The C.P.S. R.M.S. "Empress of Asia" left Vancouver for Hong Kong, via Japan ports and Shanghai, on Thursday, June 21, and is due here on July 9.

The s.s. "Tricolor" sailed from New York on June 6 and is due in Manila on July 19.

CONSIGNEES' NOTICE.

Consignees of Cargo ex M.V. "Esquiline" are reminded to send delivery of their goods which will be subject to rent after June 29.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF RUSSIA	July 4	July 7	July 10	July 12	July 12	July 21
EMPRESS OF ASIA	July 18	July 21	July 24	July 25	July 25	Aug. 4
EMPRESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 15	Aug. 15	Aug. 25
EMPRESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 6	Sept. 15
EMPRESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 20	Sept. 29
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 11	Oct. 20
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 1	Nov. 10
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 15	Nov. 24
EMPRESS OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 6	Dec. 15

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE.

£120: First class throughout.
£112: First class Pacific and rail, Cabin class Atlantic.
£83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
July 10	July 12	July 18	July 15
July 31	Aug. 2	Aug. 3	Aug. 5

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

BRITISH WUCHOW LINE

SAILINGS FOR JUNE AND JULY 1928 (subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2.00 p.m.

S.S. "TAI HING" S.S. "TAI MING"

[1,068 tons—Capt. O. B. Wilks.] [649 tons—Capt. G. J. Spink.]

JUNE	JULY	JUNE	JULY
1st	15th	4th	20th
SUN. 1st	MON. 15th	WED. 4th	FRI. 20th
FRI. 6th	SUN. 22nd	MON. 9th	WED. 25th
WED. 11th	FRI. 27th	SUN. 15th	MON. 28th

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Samshui, Shihing, Nanking & Dosing) and return to Hong Kong (via same ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Ho On Wharf.

For information apply to—KWONG WING Co., Ltd.
87, Connaught Road West, Phone: Central 893.

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"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

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Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through

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P. & O.-British India Apcar and Eastern & Australian Lines

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
NOVARA	6,989	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
*KINBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAJPUTANI	16,619	21st July	Bombay, Marseilles & London.
*KANTIN	7,053	28th July	Marseilles, London & Antwerp.
*KASHMIR	8,985	4th Aug.	Marseilles, London & Antwerp.
KINDERPORE	5,534	14th Aug.	Straits & Bombay.
RAJPUTANA	16,668	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,089	1st Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Ploiești, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	8,949	5th July	Singapore, Penang & Calcutta.
TALAMBA	8,018	10th July	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Aug.	Singapore, Penang & Calcutta.
TALWA	7,956	13th Aug.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	30th June	Manila, Sandakan, Thursday Island, Noon.
ARAFURA	5,000	3rd Aug.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,950	31st Aug.	Melbourne.

*Calls Port Holland and omits Sandakan.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,
Kobe, Yokohama, Tawao, Timor, Darwin, or other ports en route as indicated
on offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*NELLORE	8,853	3rd July	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	10th July	Shanghai, Kobe & Yokohama.
TALMA	10,000	18th July	Shanghai, Kobe & Yokohama.
ARAFURA	5,000	10th July	Shanghai, Kobe & Yokohama.
KINDERPORE	5,534	14th July	Shanghai, Kobe & Yokohama.
TAKIWA	7,956	18th July	Shanghai, Kobe & Yokohama.
ALIPORE	5,273	25th July	Shanghai, Kobe & Yokohama.
RAJPUTANA	16,668	28th July	Shanghai, Kobe & Yokohama.
SANTHIA	7,764	28th July	Shanghai, Kobe & Yokohama.
KALYAN	9,144	3rd Aug.	Shanghai, Kobe & Yokohama.
TANDA	6,950	7th Aug.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	8th Aug.	Shanghai, Kobe & Yokohama.
NALDERA	16,089	17th Aug.	Shanghai, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

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"BLUE FUNNEL" LINE.

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AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "HELENUS"	Via Suez Canal	20th June
S.S. "CITY OF OSAKA"	Via Suez Canal	18th July
S.S. "DARDANUS"	Via Suez Canal	27th July
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	10th Aug.
S.S. "LYCAON"	Via Suez Canal	24th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton; JARDINE, MATHESON & CO., LTD., Canton.

CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.
From MIDDLESBRO', ANTWERP,
LONDON & STRAITS.

THE Steamship

"BENVRAKIE"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazar-
dous and/or extra hazardous Go-
downs of The Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence, and/or from the wharves,
delivery may be obtained.

No claims will be admitted after
the goods have left the godowns,
and all goods remaining undelivered
after the 27th inst. will be
subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 11th
proximo, or they will not be
recognized.

All broken, chafed, and damaged
goods are to be left in the Go-
downs, where they will be examined
on the 26th inst. at 10
a.m. by Messrs. Goddard & Douglas.
No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 20th June, 1928.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

Motor Vessel

"ESQUILINO"

From Trieste, Venice, Brindisi,
Port Said, Massaua, Aden, Karachi,
Colombo, Penang and Singapore.

CONSIGNEES of Cargo are
hereby informed that all Goods
are being landed at their risk into
the Godowns of the Hong Kong and
Kowloon Wharf & Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary be
given before 23rd instant.

No claims will be admitted after
the goods have left the Godown,
and all Goods remaining undelivered
after the 20th inst. will be sub-
ject to rent.

All claims against the vessel
must be presented to the under-
signed on or before the 9th prox-
imo, or they will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Go-
downs, where they will be examin-
ed on the 29th inst. at 10 a.m. by
our surveyors, Messrs. Goddard &
Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.,

Agents.

Hong Kong, 22nd June, 1928.

NOTICE TO CONSIGNEES.

A. & M. LINE.

From U.S.A.

THE Steamship

"CITY OF BEDFORD"

having arrived, Consignees of Cargo
by her are informed that all Goods
are being landed at their risk into
the hazardous and/or extra-
hazardous Godowns of Holt's
Wharf, whence delivery may be
obtained.

No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after 27th June, 1928, will be
subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 4th July,
1928, or they will not be recog-
nised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon,
within the Free Storage period of
One Week.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

THE BANK LINE, LTD.,

General Agents.

Hong Kong, 22nd June, 1928.

AMERICAN AUSTRALIA ORIENT

LINE

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U. S. Shipping Board

By SWAYNE & HOYT, INC.

FOR SAN FRANCISCO & LOS

ANGELES.

S.S. "WEST HENSHAW" July 14

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HOUSE,
TUGS &
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Agents:—DODWELL & CO., LTD., Hong Kong.

DODWELL-CASTLE LINE.

FOR BOSTON AND NEW YORK
AND ATLANTIC PORTS, U.S.A.

T.M.V. "GREYSTOKE CASTLE"

Sailing on the 29th June, 1928.

For Freight and Particulars, Apply to

DODWELL & CO., LTD.,

Agents.

SHIPPING APPEAL.

"RHEUS" AND CANTON
COLLISION.

JUDGMENT RESERVED.

In the House of Lords, Viscount
Dunedin and Lords Shaw, Carson
and Blanesburgh, with Admiral
T. P. Walker, D.S.O., and Captain
Ryley as nautical assessors reserved
judgment after a four days
hearing on the appeal of the owners
of the motorship "Canton," of
Gothenburg, against a judgment of
the Court of Appeal, which, re-
versing a decision of Mr. Justice
Hill, pronounced that the "Canton"
was alone to blame for a collision
with the steamship "Rhesus," of
Liverpool. Mr. Justice Hill held
that the "Rhesus" was alone to
blame. The collision took place
shortly after midnight of Friday,
April 10, 1925, in the Great Bitter
Lake of the Suez Canal, about half-
a-mile to the northward of the
North Light Buoy. Each vessel had
on board a Suez Canal pilot. It was
common ground that at the time the
weather was fine and clear, that
there was no tide, that the wind
was light, and that the vessels were
exhibiting proper underway lights.
The collision took place on the star-
board side of the steamship "Scot-
tish Castle," which was at anchor,
heading E.S.E., and little to the
eastward of the course of vessels
making for the entrance to the
canal. The "Canton" was bound
from Tientsin to Hamburg, and the
"Rhesus" was in course of a voyage
from Shanghai to Boston.

Mr. Justice Hill, in giving judg-
ment for the "Canton," held that
she was not under the duty of a
give-way ship, and that the cross-
ing rules did not apply, but that as
soon as the red of the "Rhesus" was
visible the "Canton" went full as-
tern, and he found that the col-
lision was brought about by port-
helm action on board the "Rhesus,"
and her failure to sound any whistle
signal which would condemn
her, even if, contrary to the finding,
the crossing rule applied.

The Court of Appeal, finding the
"Canton" solely to blame, regretted
the assumption of Mr. Justice Hill
that the position of the "Scottish
Castle" was as shown in cross bear-
ings on her log, and that the action
of the "Canton" as the "Rhesus"
was crossing the Great Bitter Lake
was a turning movement more or
less on her heel, with the help of her
twin screws and port helm, which
did not bring her on to the port
bow of the "Rhesus". They also
rejected the finding that the failure
to indicate by whistle signal the
porting by "Rhesus" was improper.
It was held that such porting was
in the ordinary way of navigation,
and that it was not a change of
course requiring a signal.

Mr. L. A. Batten, K.C., and Mr.
Harold Stranger, instructed by
Holman, Fenwick and Willan,
Lloyd's Avenue (Agents for Bram-
well, Clayton and Clayton, New-
castle-on-Tyne) appeared for the
appellants. Respondents were re-
presented by Mr. Butler Aspinall,
K.C., Mr. Daniel Stephens, K.C.,
and Mr. Lewis Nod, instructed by
Slokes and Stokes, Diapogate,
(Agents for Cameron, Maciver and
Davies, Liverpool).

Mr. L. A. Batten, K.C., submitted
for the appellants that the case de-
pended upon questions of fact,
which questions were found by Mr.
Justice Hill in favour of the ap-
pellants.



"And I'm here to tell you that I've traveled
quite a few thousand miles by water and I
have yet to enjoy more genuine considera-
tion for the passenger than one gets on the
President Liners. The ship's officers do
everything possible to make your voyage
pleasant and the service the boys give you
is a rare treat."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fornightly sailings on Tuesdays

Pres. Taft July 3rd 8 a.m.
Pres. Jefferson July 17th
Pres. Lincoln July 31st
Pres. Madison Aug. 14th

To Seattle and Victoria
The Short, Straight Route to America
Fornightly sailings on Tuesdays

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Pres. Grant July 24th
Pres. Cleveland Aug. 7th
Pres. Pierce Aug. 21st

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ROUND THE WORLD

Fornightly sailings on Sunday via Manila, Suez, Colombo, Socatra, Alexandria,
Aden, Cape, Mauritius, New York and Boston.

Pres. Polk July 1st 8 a.m.
Pres. Adams July 15th 6 a.m.
Pres. Garfield July 29th 8 a.m.

Pres. Harrison Aug. 12th 8 a.m.
Pres. Grant July 17th 6 p.m.
Pres. Lincoln July 21st 6 p.m.

For Bookings, Passenger and Freight Information apply to
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To Manila

Pres. Polk July 1st 8 a.m.
Pres. Adams July 15th 8 a.m.
Pres. McKinley July 3rd 6 p.m.
Pres. Jefferson July 7th 6 p.m.

Pres. Harrison Aug. 12th 8 a.m.
Pres. Grant July 17th 6 p.m.
Pres. Lincoln July 21st 6 p.m.

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American Mail Line

and

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Estimates furnished on application.

Hong Kong, April 1, 1924.

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WATSON'S E WHISKY

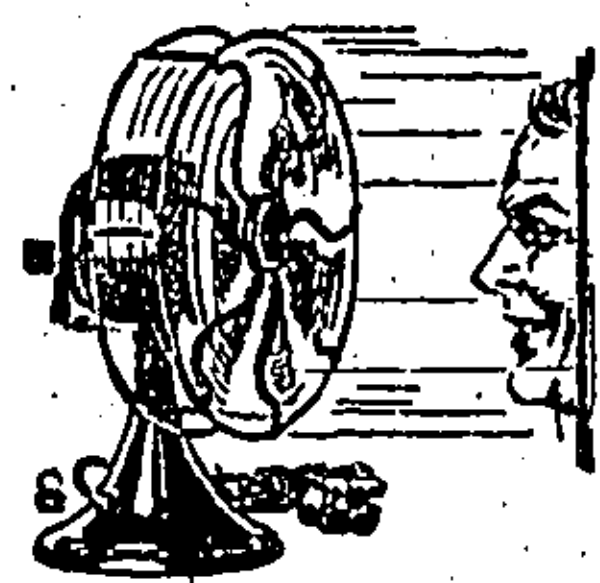
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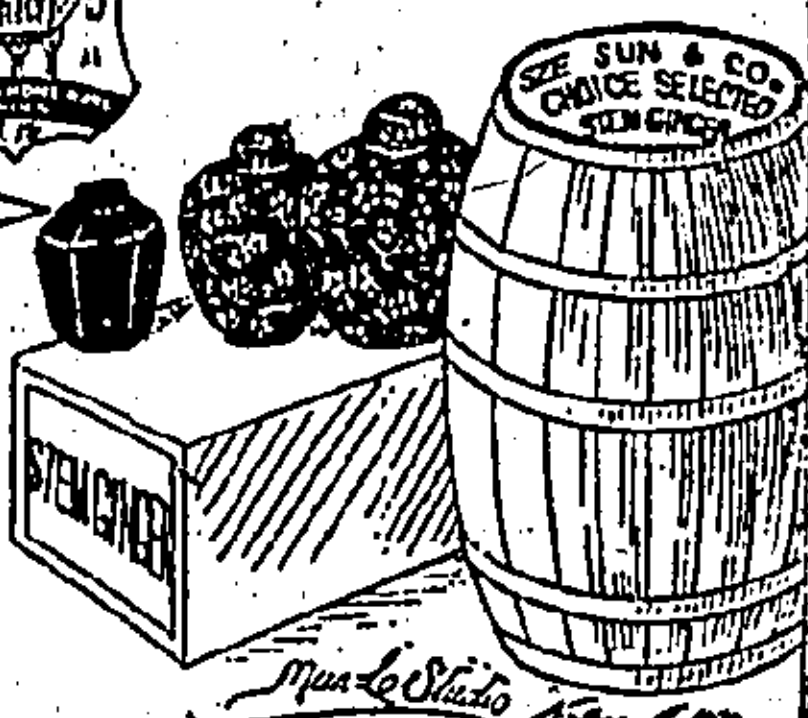
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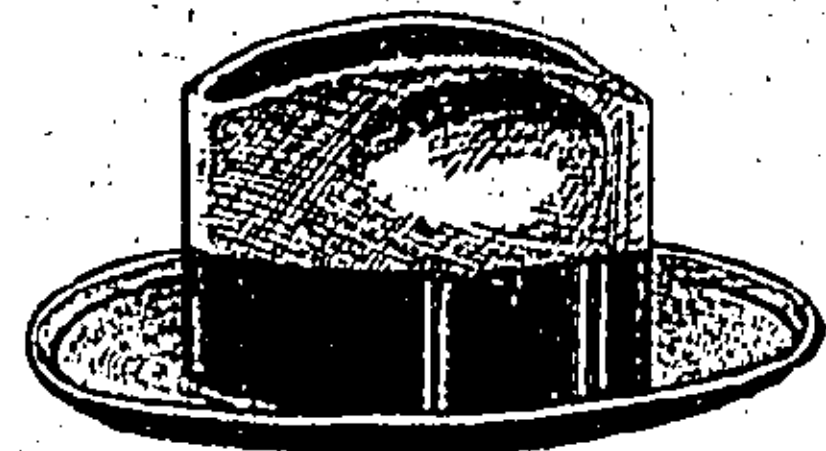
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ACKNOWLEDGMENT.

Dr F. M. Grace Ozorio and children tender sincere thanks to their relatives and friends for the many kind expressions of sympathy in their recent bereavement, also for floral tributes sent and attendance at the funeral.

Hong Kong, Thursday, June 28, 1928.

PIPE LINE AND TUNNEL.

The Director of Public Works and his officers are to be congratulated upon the very comprehensive report just issued regarding the Colony's water supply. It tells us little we did not know before regarding the situation and the problems that confront the authorities, but it certainly sets out the facts so that all may grasp them and, without dilly-dallying, advances practical suggestions, at the same time emphasising the necessity of steps being taken immediately to augment the supply of water on the Island. The water position of this Colony may briefly be summarised as follows: Hong Kong Island, with existing facilities, will never possess a full supply. The mainland, even now, has all it wants and some to spare. To ensure a full supply for the Island two schemes are feasible — either build the Aberdeen reservoir or develop the Shing Mun Valley project and link this source with the Island by means of a pipe line. The latter scheme has our wholehearted support because, as outlined in these columns on previous occasions, the consideration of the laying of a pipe line across the harbour may conceivably be linked with laying a tunnel across the harbour and that is what we want to see accomplished.

Upon the question of a pipe line the Director of Public Works, in his personal report, is, we observe, fairly non-committal. After touching upon the merits of the proposed Aberdeen development he says: "Further increase to the water supply of Hong Kong can be obtained by connecting the Island supply with that of the mainland," and adds that this proposal forms part of the first section of the Shing Mun Valley Water Scheme. Later in the report he observes that these two schemes are approved as the most feasible methods of augmented supply for their respective areas, but there is no direct suggestion that the pipe line scheme should be proceeded with. Which is a pity. The report of the Waterworks Engineer tells us a little more about this proposed pipe line. He suggests a cross-harbour pipe and puts the cost at \$300,000, estimating it would take fifteen months to construct. The scheme proposed, he adds, is for one twelve-inch diameter steel main capable of passing three-and-a-quarter million gallons per day, to be laid on the harbour bottom. The estimated cost, \$300,000, is a reasonable amount, but if the pipe line should get fouled or damaged in any way, what will happen? Firstly, the Island's water supply from the mainland will cease, and secondly, more money will have to be spent on repairs. That is why we favour the tunnel-cum-pipe line scheme. The tunnel, like the pipe line, has got to come; why not both together? Then we would have our water pipe under constant surveillance and the cost of laying it within a tunnel, instead of on the bed of the harbour, would be negligible. The laying of a pipe line is an urgent necessity to-day; the boring of a harbour tunnel will be an urgent necessity to-morrow. Cannot the Government take its courage in both hands, surmount the financial difficulty (which is the only obvious one), and thus solve once and for all two of the most important problems confronting the Colony and its inhabitants?

To Flower Lovers.
The annual meeting of Hong Kong's Horticultural Society, which is to be held this evening at 5.30 o'clock in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., provides an opportunity for members and non-members of the Society to fraternise and to discuss what probably is one of their favourite outdoor recreations, namely, the cultivation and the love of flowers. Here, in this little island, lovely most of the year, despite bits of mist, too much rain, a humidity that can

be very trying and a blaze of sunshine that can be all but overpowering, there are opportunities for most of us to cultivate our taste in flowers such as are not so readily available in the homeland. Here the soil is much more fertile, much more responsive to our coaxing, with the result that our efforts are rewarded long before, as so frequently happens at home, our patience is exhausted. Flower lovers here may easily cultivate most of the flowers that they rejoice in at home, besides many more that flourish only in a tropical or, such as we have in Hong Kong, a semi-tropical climate. There is no reason why any of us, who possess even the tiniest of plots, may not rejoice not only in the possession of but in the supreme joy of nurturing into beauty the flaming salvia, the adorable hibiscus, the stately hydrangea, in all their loveliness of luxuriance and colour. The best way to do so is, of course, to identify ourselves as members of the local Horticultural Society, take an interest in its objects, and endeavour to induce others to do likewise.

A Chinese woman living in an un-numbered house in Fat Tin Village, Shamshupo, has been reported missing since Tuesday.

The forthcoming wedding is announced of Mr. A. Mue, merchant, of No. 4, Kowloon Tong, to Miss D. Kwan, No. 33, Kowloon Tong.

Captain A. J. L. Whyte, R.E., Aide-de-Camp to H. E. the Governor, is making progress at the Victoria Hospital, which he entered this week prior to going to Weihai-wei for holiday.

Messrs. Gault, McKay, Pockson, Dall, Galvin, Blackey, Hunter and Fraser have recently arrived in the Colony from Home as recruits for service with the Hong Kong Police Force.

The police have received a report that a thief entered the servants' quarters of the Tung Wah Hospital on Tuesday morning and bolted with \$160 in Hong Kong bank notes, and \$40 in Kwangtung coins.

The police have in their possession a draft for \$3,000 drawn by the Royal Bank of Canada on the Eastern Equitable Banking Corporation of Hong Kong. The bill was found by Lee Chan the accountant of a Shamshupo shop at No. 99, Lai-chik-ko-road.

For selling adulterated pepper, the master of a grocery shop in Yaumatei was summoned, by the Sanitary Department before Mr. W. Schofield, at the Kowloon Magistrate's Court yesterday. The defendant's excuse was that the pepper had been purchased from another shop, \$10 fine.

A Chinese farmer of Chung-lam-shi village, Salkung district, was the victim of a highway robbery at 3 p.m., yesterday. He was returning on foot to the village, when he was attacked on the hillside by three men who bound and gagged him, and then relieved him of \$8.65, which represented all the money he had on his person. One of his three assailants, the farmer alleged, had a dagger.

The three members of the sub-committee appointed by the Hong Kong Philharmonic Society to co-operate with the Hong Kong Amateur Dramatic Club in assisting to present the Military Tattoo in September, met at 11 a.m. at Messrs. Lane, Crawford's to-day to discuss matters. As reported elsewhere in this issue, they were appointed yesterday. They are Mr. W. H. Fitz-Gerald, A.R.C.M. (Musical Director), Mr. R. C. Davies (Hon. Producer) and Mr. T. V. Harmon (Hon. Secretary).

CORRESPONDENCE.

"KOCHOW" INQUIRY.

(To the Editor of the "China Mail.")
Sir, — In reading over the evidence given by Captain Morgan, I was greatly surprised at his statement in which he said that owing to the excessive speed of the "Tal Lee" in passing the "Kochow," the lifting gear was damaged by the wash made by the "Tal Lee," thus causing detention in raising the "Kochow."

I emphatically refute that statement. Every time on going through the Wangmoon Bar Channel, the engines of the "Tal Lee" are put to "Slow Speed," as is customary with all, or nearly all, steamers using the Channel as a matter of precaution — should vessels take the ground.

On the night in question, the "Tal Lee" was anchored, waiting for tide, from 10.30 p.m. to 11.45 p.m.

Thanking you for space for the above, in your paper,
Yours, etc.,
E. MURPHY,
Master, "Tal Lee."
Hong Kong, June 28, 1928.

A PROBLEM.

WHAT A MAGISTRATE HAS TO DECIDE.

STAMPS FOR RECEIPTS.

Before Mr. R. E. Lindsell, at the Central Magistracy yesterday, two delivery coolies employed by the Wing On Co., were summoned for issuing receipts without affixing the necessary revenue stamps.

The defence, as presented by Mr. H. L. Denny, was that the documents in respect of which defendants were charged were not receipts by the firm, but merely a form of invoice.

Mr. Lindsell replied that a similar point was raised in the Court before, and it was decided that in an invoice like the one forming the subject of the present case, if the word "received" was on it, the invoice became a receipt within the meaning of the Stamp Ordinance.

Mr. Denny argued that even if the word "received" appeared on the form, it did not make it a receipt within the meaning of the Ordinance. He then proceeded to deal with one of the receipts in question and said that it was on a form of Wing On's wording being "30 Gramophone records at \$16.80 per dozen \$42—received by Fong Kam."

Mr. Denny explained that that was a cash sale. Instead of taking over at the counter, some people liked goods delivered at their own houses. An invoice in triplicate was made out in such instance. One was kept by the Sales Dept., at the Company, one by the Cashier Dept., and the other was given to the coolie delivering the goods. The coolie entrusted with delivering the goods would, on handing them over, give the customer the triplicate, which was merely an invoice for the purpose of the book-keeping.

Continuing, Mr. Denny said that the Company did not issue a receipt for a cash sale and the coolie entrusted with the delivery of any goods had no authority whatever to issue a receipt. The instructions of the Company are perfectly plain—that no receipts were to be accepted unless on their printed form and signed by an authorized person.

Besides, Counsel argued, on the invoice referred to the words "received by Fong" might mean either a receipt for money or a receipt for goods. The delivery coolie received the goods and later handed in money to the Company. The memo was merely a matter of book-keeping.

After further argument, the Magistrate adjourned the case for a week.

Mr. Denny also appeared for four other coolies employed by the Tai Chung Wah Co., who appeared in Court on similar summonses, and they were also remanded for a week.

London, Yesterday.—In addition to the general meeting of the shareholders of Baldwin's Ltd., held on June 25, separate meetings were held of the various classes of shareholders and debenture holders. All the shareholders and the 4½ per cent. debenture holders approved the scheme, but opposition was raised at the meeting of the 7½ per cent. debenture holders, and the meeting was adjourned for a fortnight for fuller consideration of the proposals.—Reuter.

Colony's Water—(Continued)

"When it is remembered that the existing water supply of the Colony has cost approximately \$14,000,000 and that a further sum of approximately \$6,000,000 is required to bring it up to requirements in 1932, a gross return in 1927 of approximately \$1,000,000 (nearly half in tax) cannot be considered adequate."

"The present waterworks system of finance is in my opinion out of date and I would propose reorganization."

"If my suggestions were carried out and my estimates proved even approximately correct, then a large proportion of the money necessary for the foregoing proposed works would be provided from new revenue and the waste of water would be considerably reduced."

URGENT NECESSITY.
Throughout this report I have tried to understate rather than exaggerate the need for large waterworks extensions but it must be evident from the figures given that such extensions are an urgent necessity and should not be further delayed.
During the last eight years the Colony has only experienced one year with rainfall below the average, as against an approximate average of one year below the average in every two. The one bad year was 1922 when approximately 70 inches of rain fell as against a minimum recorded rainfall of 45.88 inches in 1893. Such good luck cannot be expected to continue indefinitely.

COLONY'S WATER.

SUPPLY PROBLEMS EXAMINED.

OFFICIAL PROPOSALS.

* Interesting particulars regarding the Colony's water supply are contained in official reports issued yesterday.

Taking the Colony as a whole the total shortage during the current year is estimated at 1.65 million gallons a day, a figure which will increase to 4.25 million gallons a day in 1932.

In outlining the programme of works necessary to wipe out this shortage of 1.65 million gallons at the present time and the estimated shortage of 4.25 million gallons a day by 1932, Mr. Henderson (the Waterworks Engineer) says:—

"Of the possible extensions on the Island the two small dams in Tytan are not economical from a financial or waterworks standpoint, while the site in Tytan Bay is, owing to its enormous cost undesirable."

"The Pokfulam site is undesirable owing to necessary resumptions, while the Tai-koo Area is said to be fully taxed by the holders of the water rights, holding out little or no gain from resumption."

"The Aberdeen Valley Area lends itself to economical development as only limited water rights are held by the Tai-shing Paper Manufacturing Co. and this area is comparatively near the Western end of the City where additional supply is most needed. I would, therefore, propose the complete development of this and adjacent areas."

THE DAM SITES.

"Regarding the Little Hong Kong Site, I understand Government is averse to alienating this valuable flat piece of land from the public, but this site would appear to offer the greatest and almost the last possibility of large increase on the Island. The Dam Sites have never been investigated and it is not known therefore if they offer economic possibilities. As however, even if feasible, the dams owing to their length would be costly, and heavy contingent works in the shape of pumps and possibly a tunnel to the North side of the Island would be necessary, I would not suggest the development of this site, at least till all cheaper water either on the Island or Mainland has been obtained."

"As Tytan-Tuk Reservoir is at present short of catchment area, I would propose the construction of the Mt. Pottinger, Mt. Parker, Tytan-Tuk (East) and Dragon's Back (East) catchwaters, all of which would drain into that reservoir."

"I would not propose the construction of either the Dragon's Back (West) catchwater owing to its length of carry and uneconomical area length ratio, or D'Agular Peak catchwater owing to the unfavourable nature of the ground, cost and length of carry."

"The preceding proposals would augment the supply on the Island to the extent of 3.62 million gallons per day, which would still leave a deficiency of 0.63 million gallons per day in 1932."

ON MAINLAND.

"Of the possible extensions on the mainland, Kun Tong and Rennie's Farm sites are too small for our present needs, while Chin Lan Chu would involve the removal of a very large village, which is undesirable except as a last resort."

"I would propose the construction of the Kowloon Byewash Dam, which is favourably situated with regard to existing works, requires no contingent works in the way of filters or pumping and could be economically developed in conjunction with the Shing Mun Works."

"I would also propose the completion of the first section of the Shing Mun Valley Scheme, as this would appear to produce the cheapest water available."

"The preceding proposals both in Hong Kong and Kowloon when completed would bring the total supply of the Colony up to 10.63 million gallons per day or approximately equal (16.5) to the estimated requirements in 1932. With the addition of the filters proposed under the Aberdeen Scheme the filtering capacity of the Colony would also be approximately equal requirements."

"On completion of these works I consider that the second section of the Shing Mun Valley Scheme should be commenced, as it is to cope with the increased consumption a consistent and programme of maintaining and distribution improvements necessary both on the Island and the Mainland. Balance tanks at North Point and Kowloon City are becoming urgent necessities."

FINANCE.

"As stated the total estimated cost of the works outlined above to be completed by 1932 is \$15,000,000. Commenting upon the financial aspect of the question, Mr. Henderson writes:—
(Continued at foot of preceding column.)

CHIANG KAI-SHEK.

GONE TO PEKING BY WAY OF HANKOW?

HIS BODYGUARD OF 300.

Shanghai, Yesterday. Marshal Chiang Kai-shek and his wife (nee Mei-ling Soong), and a bodyguard of three hundred soldiers, left for Hankow on the morning of June 26, sailing in four Nationalist gunboats.—Reuter.

Hankow, Yesterday.

It is reported that Chiang Kai-shek landed at Hankow and proceeded by rail to Peking. There is no confirmation of this at present.

Strict martial law has been enforced at Hankow but has since been withdrawn.—British Naval Wireless.

[Note: The Kwangsi faction is in power at Hankow.]

Another wireless despatch confirms Reuter's yesterday, in regard to the rising of General Cheng Chien's 6th Army against the Kwangsi faction in Changsha, and then marching along the Changsha-Pinghsiang Railway into Kiangsi province.

In the North.

Peking, Yesterday. It is reported from Mukden that negotiations between the Manchurian Party and the Nationalist Government of Nanking are going on. It is understood that Mukden is willing to accept the Nationalist flag, but the late Dr. Sun Yat-sen's three principles are not acceptable.

Meanwhile, Manchurian activities at Lwanchow indicate that they are ready to make a stand against the advances of the Nationalists. Trenches, ten miles on either side of the Peking-Mukden Railway, are being constructed, while a large quantity of barbed wire is arriving at Lwanchow from Mukden.

Fifteen trains containing General Sun Chuan-fang's (Northern) troops passed through Shan-haikwan to Chinchow. It is reported that General Yen Hsi-shan of Shansi has increased his forces by 100,000 since his arrival at Peking, mainly by reorganising the Northern remnants.—Reuter.

GUARDS' MEETING.

OLD COMRADES' ASSOCIATION FORMED.

A letter from H.R.H. the Duke of York, as Senior Colonel of the Brigade of Guards, was read at a meeting held yesterday in Messrs. Lane, Crawford's restaurant, when the Guards' Association of Hong Kong and South China was formed with the following officials:—

President: Mr. D. L. King. Hon. Secretary: Actg. Chief Detective Inspector L. P. Lane. Hon. Treasurer: Lt. & Qr-Mr. W. F. Pyper, D.C.M., 2nd Batt. King's Own Scottish Borderers. Committee: Mr. J. W. Wells, Sergeant T. O'Connor. Major E. C. T. Warner, D.S.O., officer commanding the 2nd Batt. Scots Guards in Hong Kong, presided at the meeting. He was supported by Major Wynne Finch, M.C., of the same regiment, and local residents who were elected officials.

Major Warner said that the Association was being formed to maintain the spirit of comradeship among Guardsmen; to assist Guardsmen visiting the East; to organise recreation for Guardsmen and to keep in touch with the Brigade of Guards.

Members of a Guards Association on visiting England on home leave would be heartily welcomed on production of their membership cards. He suggested that members should purchase the "Household Brigade Magazine."

HIGHWAY ROBBERY.

OUTRAGEOUS "HOLD-UP" IN GASCOIGNE-ROAD.

Two men were brought before Mr. W. Schofield, at the Kowloon Magistrate's yesterday afternoon, on charges of complicity in a highway robbery.

Inspector Fallon, prosecuting, said that at midnight on June 15, complainant was riding in a rickshaw for Kowloon City and on passing the Club de Recreation premises in Gascoigne-road, four robbers attacked him. He was threatened with revolvers and daggers, and stripped of his suit of clothing, while other personal articles and \$2.67 in Chinese coins were stolen from him.

On receiving the report, a detective arrested the two defendants with the stolen articles on the person. The case was adjourned.

A POINT OF LAW.

WHEN A DEFENDANT IS ABSENT.

SERVING OF DOCUMENTS.

A point of law arose when Mr. C. G. Alabaster, O.B.E., K.C. (instructed by Mr. D. L. Strellett) appeared before the Chief Justice (Sir Henry Gollan, Kt., O.B.E., K.C.) in the Supreme Court this morning in a case in Original Jurisdiction.

Mr. Alabaster was for four Chinese plaintiffs in a partnership issue dating back to 1904. Defendant is alleged to have been the managing partner. He was neither legally represented, nor present in Court.

Mr. Alabaster informed His Lordship that Mr. F. H. Loseby had informed him that he had no further instructions from defendant.

Ex Parte Proceeding.

A letter from Messrs. Lee & Russ was handed into Court, in which they stated that they would accept service of the writ. His Lordship agreed with Mr. Alabaster that this put the name of the solicitors on record; but, His Lordship pointed out, according to the procedure laid down, not all documents could be served on the solicitors, unless the solicitors had undertaken to accept service generally and not the writ only. In this case, therefore, personal service of such documents as the statement of claim and the notice of trial must be proved before the case could proceed, ex parte.

Mr. Alabaster replied that he had anticipated such a decision and therefore applied for an adjournment to enable him to prove personal service. His Lordship acceded.

BEST DRESSED.

DAZZLING SUITS AS WELL AS DRESSES.

This Whitsuntide (says the "Daily Mail") has been notable not only for the blithesome spirit produced in holiday-makers by the sudden benediction of the sun, but also for the sartorial smartness of those holiday-makers everywhere.

It has deserved, in fact, to be recorded as one of the best-dressed Whitsuntides.

By the sea the display of summer suits was almost as dazzling as the pageant of summer dresses. They matched the blue of the sea, the soft grey of the wisps of cloud on the horizon, and the rich browns of the boatmen's complexions.

It was a wonderful parade. Not for years had there been seen anything approaching its cumulative suggestion of conscious well-being. The pageant of dresses was a gorgeous affair. Had there been no sunshine, the brilliant colours in which the women and girls had decked themselves would nevertheless have brightened the holiday scenes.

The host of visitors from all over the country that spent the holiday seeing the sights of London formed, too, the best-dressed invasion that the metropolis has known for a long time.

SINGER'S LAMENT.

EMBARRASSMENT OF STANDING IN THE GUTTER.

"May I tender you a couple of sketches which I did in the cell last night?" was the question put to the North London magistrate, Mr. Basil Watson, K.C., by Richard Johnson, aged 28, no occupation, of Rowton House, King's Cross, who was charged with begging in Holloway-road.

P.C. J. Otter said that on the Saturday night he saw Johnson standing with his hat in his hand looking downcast at the ground.

Johnson: I had just finished singing, "When the Golden Sun Sinks in the Hills," and it is only natural a man must stop to take breath.

P.C. Otter said Johnson was single and had served in the Army. He had been sentenced for larceny, begging, and as a suspected person.

Johnson: For years I have been doing nothing but sing in the street and I have been more depressed each day. I am an artist and can't get a penny out of it. The fact that I have to stand in the gutter becomes more embarrassing every day. I have been doing it for years.

Mr. Basil Watson ordered a remand, and said if the facts were genuine Johnson would be helped.

The "Electrical Times" contains the following paragraph which will interest many in Shanghai:—"Mr. E. A. Mills, who occupied the position of executive engineer of power stations with the Shanghai Municipal Electricity Department up to January 31, 1928, when he resigned from the service, has been appointed deputy engineer-in-charge and manager of the Shanghai Corporation Electricity Department."

THE POST OFFICE.

SUBSTANTIAL INCREASE IN REVENUE.

1927 ACTIVITIES.

Mr. M. J. Breen, Postmaster-General, in his report for 1927 says that the number of mail receptacles of Hong Kong origin dispatched during the year was 35,159 as compared with 31,863 in 1926—an increase of 3,296; the number received was 45,038 as compared with 38,262—an increase of 6,776.

Receptacles in transit, including those to and from British and Foreign Men-of-War, numbered 194,200 as against 186,806 in 1926—an increase of 7,394.

6,792 steamers carrying mails arrived and 6,414 left, an increase of 1,392 and 2,986 over the previous year's figures.

Registered Letters.

The number of registered articles handled amounted to 833,177 as compared with 880,721 in 1926—a decrease of 47,544. The figures for insured letters were 17,948 and 20,236 respectively—a decrease of 2,588. The decrease in the number of insured letters was due to the fact that some countries are now forwarding insured letters direct to China in closed sacks.

Parcels, ordinary and insured, which were dealt with reached a total of 424,047 as against 556,854 in 1926—a decrease of 131,807. An increase of 10,451 parcels (attributable to the increase of H. M. Forces) was exchanged with London. This is not the actual increase, as parcels for the Continent of Europe hitherto sent via London were during the greater part of 1927 sent via Marseilles thus increasing the total under the heading of "Miscellaneous" by 6,174.

Postal Revenue.

The total revenue from the Postal Service in 1927 amounted to \$767,250.13, an increase on the previous year of \$65,644. The expenditure for 1927 amounted to \$536,885.29 or \$73,110.25 more than that of the previous year. The increase in Transit payments as compared with 1926 is due to settlement of Transit Accounts with Japan for the years 1924 and 1925 being effected in 1927 and to non-receipt of Transit dues from the United States of America for the years 1924, 1925 and 1926.

The balance of Revenue over Expenditure amounted to \$430,364.84.

The Revenue from postage stamps had almost doubled during the past ten years and were as follows:—

1918	\$373,463.31
1919	\$365,802.80
1920	\$478,828.99
1921	\$468,379.02
1922	\$572,583.06
1923	\$544,667.66
1924	\$701,018.17
1925	\$595,648.08
1926	\$681,976.32
1927	\$733,106.13

Money Orders.

The trend of the year's Money Order Office transactions shows a favourable re-action from the constant decreases in the yearly working since 1921. With the exception of Local Postal Notes, which show a slight falling off of \$64.25 there are increases on all the other heads:—viz: Money Orders \$4,855.10.6; British Postal Orders issued \$608.4.0; British Postal Orders paid \$209.8.9.

Chinese Delivery.

During the year, this section handled 3,215,486 ordinary letters, 231,142 other articles and 9,223 postal Hong packets as against 2,950,547 ordinary letters, 166,777 other articles and 9,164 postal Hong packets in 1926. The registered articles delivered amounted to 244,817 of which 125,004 were from the United States of America and Canada and 119,813 from China and other countries showing a decrease of 30,789 as compared with 275,553 in 1926.

6,296 insured letters were dealt with as against 6,794 in 1926. The total number of Chinese private boxes for which licences were issued during the year was 381, a decrease of 7 as compared with 338 in 1926. The licences of 26 Chinese Postal Hongs were renewed showing a decrease of 2 as compared with 28 in 1926.

Miscellaneous.

The revenue collected by this Department during the year from radiotelegrams amounted to \$122,798.02, an increase of \$55,596.68 on the amount collected in 1926. Ad- vices of vessels, signalled at the Lighthouses yielded \$1,024.60. Semaphore messages \$16.10 and Wireless Receiving Station Licences \$302.05. The total Revenue from the Telegraph Service amounted to \$124,139.77.

The number of radiotelegrams forwarded during the year was 22,793 consisting of words 29,171, against 7,386 consisting of 31,000 words in 1926. And 25,820 were received consisting of 276,076 words as against 13,728 consisting of 156,128 words in 1926.

The publication of an illustrated newspaper on labour lines is contemplated by the Shanghai General Labour Union.

QUEEN'S THEATRE.

SPLENDID PICTURE OF RUM-RUNNERS.

JUVENILE DANCERS.

"Twelve Miles Out," a fast moving picture, giving an insight into the eternal warfare between American rum-runners and the revenue men, was put on at the Queen's Theatre for the first time last night for a run of four days, until Saturday.

John Gilbert, hero of the "Big Parade" and "Flash and the Devil" plays the leading role as Jerry Fay, a dare-devil young man in the boot-legging business who is out to thwart an enemy in Red McCue, another rum-runner.

In order to escape the Coast Guard out in the high seas, Jerry, with a load of liquor in his speed boat was forced to land and deposit his illicit goods in the house of Jane, a cultured and virtuous society lady. After outwitting the revenue men, Jerry, "shanghai" Jane and her fiancé. Jane has a rough time on board but falls in love with Jerry. Red McCue hijacks them and a fierce fight ensues between Jerry and his old enemy in which both are mortally wounded. Red, with his last breath, shields Jerry by claiming ownership of the boat when the revenue officers come on board.

The supporting cast include Ernest Torrence as Red McCue the unscrupulous pirate and Joan Crawford in the role of Jane, the society lady.

Clever Dancers.

The famous juvenile artistes, Cherie Valentine and Tomasita Birdwell presented an entire change of programme and again delighted a packed house with their clever dancing. Each of their six items was very well received with the audience clamouring for more after each turn. The Dance Fantasia in which the two dancers appeared together was the hit of the evening. The full programme was:—Moorish Serenade, "Cutie," "Guernsey," New Twists and Turns, Dance Fantasia, "What did you say?"

STAR THEATRE.

WILLIAM SOMERSET MAUGHAM STORY FILMED.

Surrounded by an excellent cast, Thomas Meighan arrives at the Star Theatre to-day in a new picture "The Canadian," a story taken from the novel by William Somerset Maugham. Advance reports as to the picture, state that Meighan enacts a remarkably strong character in a fitting manner, and "The Canadian" is said to be his best picture to date. Briefly, the story tells of a love affair which nearly went on the rocks, because, for the woman, it was more a marriage of convenience than anything else. And how, when the man had forced her to respect and almost love him, a terrible storm came to wipe all their possessions away. And then with disaster staring them in the face, she—well—why not be fair to yourself, and see "The Canadian."

WORLD THEATRE.

JOHN BARRYMORE'S BIG PICTURE.

Symbolical motion picture settings, reflecting with rare fidelity the sentiment and tempo of the action shown against the various backgrounds, are achieved in John Barrymore's big production, "The Beloved Rogue," which comes to the World Theatre as the chief attraction from to-day, until Saturday. The story concerns the adventures of Francois Villon, the greatest French poet of his time. He was a man of greatly diversified pursuits, not the least of his accomplishments being skillful thievery. "The Beloved Rogue" reveals John Barrymore in a characterisation that is in sharp contrast with anything he has previously attempted, and is perhaps the most charmingly romantic role of his screen career.

SCOTS GUARDS FOR SHAL.

The 2nd Batt. Scots Guards, under Major E. C. T. Warner, D.S.O., leave Hong Kong at 10 a.m. to-morrow for Shanghai on the Indo-China S.N. Co.'s "Yuenang." The battalion will embark at Kowloon Dock.

The Guards will take the place in Shanghai, as a unit of the North China Command, of the 2nd Batt. Suffolk Regt., which has been sent to Wei-hai-wei to take the place of the 1st Batt. Bedford & Hertford Regt., the latter having been transferred to Chin-yang-tao for precautionary duty near the Tongshan mining area.

Mr. Allan, the leading artist, 1928, and 1927 respectively were elected among other things from Mr. James Warren's house at Wallingford.

THE "PSYCHIC HEALER"

CURES ASTHMA.

IT is with great pleasure, I acknowledge my deep debt of gratitude to the "Psychic Healer" in completely curing me of Asthma, from which I was suffering since my childhood. I tried all the best so called specifics during my long stay at home and on the continent.

I consulted the Mystery Man. He assured me that he would be able to cure me and gave me 'tawises' with instructions. Though I could not reconcile myself to believe at the time that he could cure me of my chronic ailment, when the best European specialists failed.

I took his 'Tawises' and burnt them as directed by him, and Lo! to my surprise I find since I took his 'Tawises' the attacks of asthma have become few and far between. Verily India is the land of mysteries and mystics.

(Sd.) HARRY WILLIAM RICHMOND.

1. If you wish to know anything about your future correctly.
2. If you are in mental or physical sufferings or the victim of diseases.
3. If you wish to see or to have a photo of your relative dead or living abroad.

Consult the world-renowned Spiritualist, Psychist and Occultist either personally or by correspondence.

Consultation Fee \$20.
N.B.—We demonstrate Item No. 1. Only to our patients and that free of charge.

Visiting hours from 10 a.m. to 1 p.m. and from 3 p.m. to 7 p.m.

THE SECRETARY.

Psychic Lodge,
Savoy Hotel, Hong Kong,
Room No. 38 and 39.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day — Queen's Theatre; "Twelve Miles Out," at 9.20 p.m. the juvenile dancers, Cherie Valentine and Tomasita Birdwell.
To-day—World Theatre; "The Beloved Rogue."

To-day — Star Theatre; "The Canadian."

June 30—Kowloon Football Club dance, 9 p.m. to midnight.

Lammerts' Auctions.

June 29—At 2, King's Park-bldg., Austin-rd., Kowloon, valuable household furniture, 11 a.m.

June 29—At 26, Carnarvon-rd., (1st floor) Kowloon, household furniture.

June 30—At Sales Room, Dudley-st., Steam Launch "Crane," noon.

Land Sales.

July 3—At P.W.D. Office, Crown lands at Taitoktsui, Shamshuipo and Morrison Hill, 3 p.m.

Meetings.

To-day — Annual general meeting of the Hong Kong Horticultural Society, in Messrs. Jardine's board room, 5.30 p.m.

July 14—Meeting of Creditors of the Yuen Yui Company, Ltd. at 6, Des Voeux-rd., CH, noon.

Miscellaneous.

June 29—Prize-giving by Dr. S. W. Tso, to Munsang College students at New Kowloon Theatre, at 8 p.m.

June 30—St. Peter's Church Y.M.C. moonlight picnic to Repulse Bay.

July 1—Kowloon-Canton Railway's New Tariff comes into force on this date.

WOMAN'S APPEAL.

21,000 GATHERED IN THREE MINUTES.

A record gathering for the festival dinner of the Heritage Craft Schools, Chaiyay, Siam, was held in London at the Savoy Hotel recently.

Mrs. Seymour Obermer mentioned that the schools were sadly in need of a motor-ambulance costing about \$1,000, and her appeal to the gathering to give that amount was answered within three minutes.

The Bishop of London, who is president of this school for "crippled," said that he had the time of his life during a visit to the school.

"At the first centre," he said, "I was presented with a brand new tennis racket. Then we had a gorgeous luncheon and went on to another centre where I was given a hockey stick. Afterwards the girls were got frightfully keen about the Bishop of London playing football with them. In his capacity, later I had tea with seven children upon my knee and with one of the little fellows continually demanding more cakes. That is what I call a delightful day."

During the 22 years of its existence, 200,000 have been raised and 100,000 have been given for maintaining crippled children.

The Viva-tonal Columbia
The WONDER GRAMOPHONE
Every Columbia sold sells another!

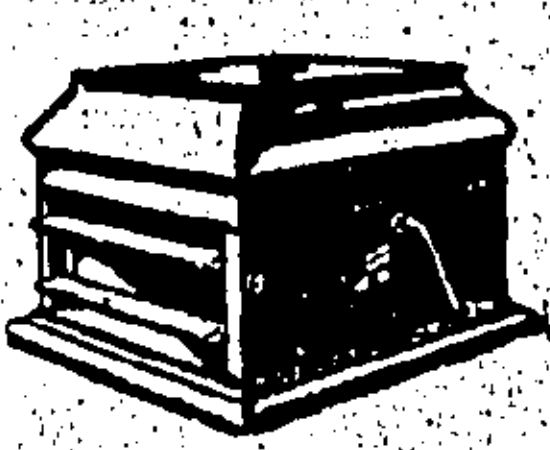


TABLE GRANDS
From \$90.00.

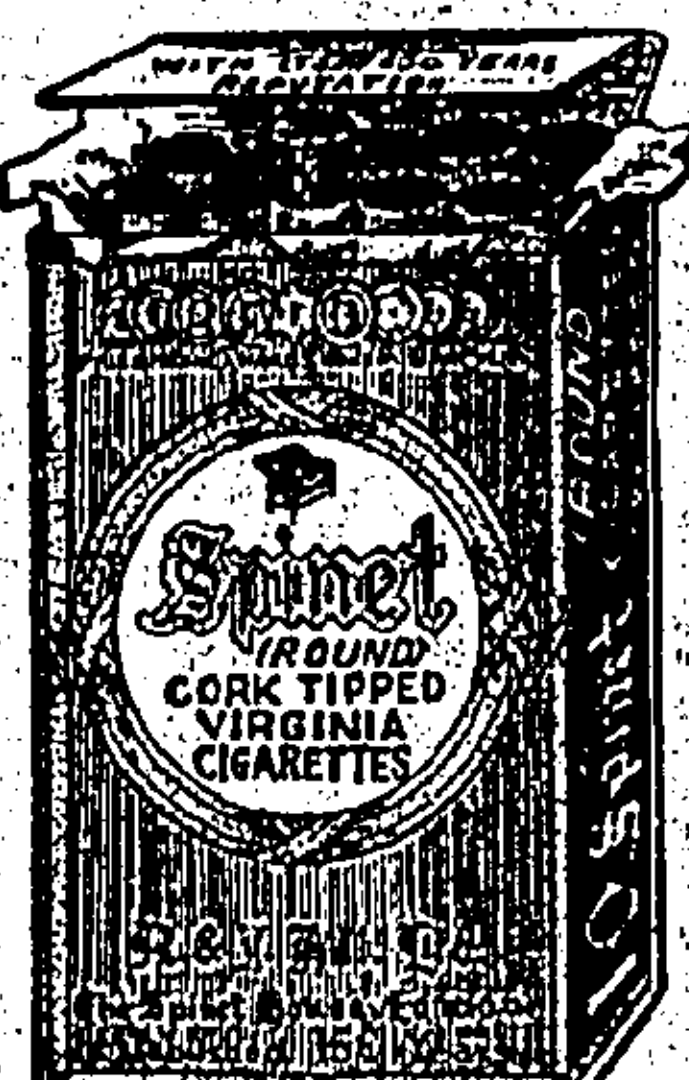
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CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies Ordinance of Hong Kong).
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In Packets of 10.
REMEMBER OUR FREE GIFTS.



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Sole Agents for South China.
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15, Des Voeux Road, Central. 1st Floor.

SAND-LIME BRICKS.
Best machine made bricks
Highest tests and uniform qualities.
For Economy, Quality, Beauty, Durability and Satisfaction unsurpassed.

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Manager.
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148, Queen's Road, West, 1st Floor.
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Queen's Statue Pier.
**MOTOR BOATS FOR HIRE
DAY and NIGHT.**
MODERATE CHARGES.
Office:—84, Connaught Road C., 1st floor. Tel. C.469.

ZEBRA PILSENER BEER
LIGHT
PALATABLE
AND
REFRESHING
An ideal Drink for the Summer.



Sole Agents: Gande, Price & Co., Ltd.
No. 2, Lee Hock Street,
Tel. C. 153. HONG KONG.



**HAD A HEAVY DINNER?
DO YOU SUFFER
FROM
"THAT CHOKED FEELING?"**
TAKE
MAGNESIUM PERHYDROL
SWIFT AND LASTING RESULTS

Obtainable from all drug stores in convenient
packing of 20, 50, 100 tablets.

Merck's Sole Agents:

BORNEMANN & CO.

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G. FALCONER & CO., (HONG KONG) LTD.

**WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.**
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

**THE TONIC FOR THE
NERVOUS SYSTEM**

GLYCO-NERVINE

The Regenerator of the Nerve Cells.

Of special use for the following Complaints:—
Neurasthenia, Various Nervous Disorders,
Epilepsy, Rebellious Neuralgia, Insomnia,
Hysteria, Anxiety, Irritating Cough.

Obtainable at

THE QUEEN'S DISPENSARY,
22, Des Voeux Road Central.

SALE OF

Jewellery, Watches, Fancy Goods, etc.
at a

SACRIFICE

We are removing from our present
premises (opposite main entrance of the
Hong Kong Hotel) to the new address
at present occupied by "At The Sign of
the Lantern," in the ground floor of
York Building, and have to sell the
entire stock.

No reasonable offer refused.

Sale commenced on 1st. June, 1928.

SENNET FRERES,
China Building,
Pedder Street.

CHOY HEONG.

MANUFACTURER OF PRESERVED GINGER AND FRUIT.

Established For More Than Forty Years.

Office:—No. 90, Bonham Strand, Hong Kong. Tel. C. 1424.
Factory:—1A, Sham Chun Street, Mongkok. Tel. K. 400.

Get
**Reserve
Strength**
with Sanatogen



You may be fairly healthy, but do you have
vitality to spare? Sanatogen will give you that.
It adds strength to the strength you have and
so builds up your health and energy lastingly.

Start taking Sanatogen to-day. You'll soon
feel fit and fresh all day and every day.

SANATOGEN
The True Tonic-Food

FINANCE VOTES.

ITEMS BEFORE LEGISLATIVE
COUNCIL.

NEARLY 2½ LAKHS FOR 1928.

Thirty items, totalling nearly
2½ lakhs of dollars, came before
the Finance Committee at the
conclusion of the meeting of the
Legislative Council this afternoon.
These all come under the heading
of supplementary expenditure for
this year.

\$4,300 is needed for repairs to
Police Pier, Kowloon Point, to
make good the damage of last
July.

To re-house the villagers of
Wong-wei-chong village (at the
head of Happy Valley), \$7,000 is
asked for. The inhabitants of
the village, it is interesting to
note, trace their connection with
Hong Kong back through many
generations. They were flooded
out more than once.

Because the architectural office
in the Public Works Department
was too busy, the plans for the
new Infectious Diseases Hospital
at Mount Davis were drawn up
by an outside firm: \$1,000 is
wanted to pay the fee.

Road Construction.
Under instruction from H.E.
the Governor, it is proposed to
improve the ventilation at Police
Quarters, Caine-road and \$3,000
is needed for this.

To accommodate the Govern-
ment Marine Surveyor in the 5th
floor of P. & O.-building, a fur-
ther \$2,040 is now asked for.

\$53,000 is put down as the cost
of forming a portion of the new
main Shauiwan-road eastwards
from the Hong Kong Electric
Co.'s lots and the work is urgent,
in connection with the develop-
ment of lots in the district.

For widening the Castle Peak
road to 60 feet and filling in areas
at Cheung-sha-wan, \$20,000 is
asked for.

Some Smaller Votes.

A number of small votes in-
clude the following:—

\$1,160 for raising the typhoon
mast and installing electric signal
lights at Lyceum.

\$800 for bonuses to vaccinators.

\$2,150 for a lounge in Euro-
pean single men's quarters at
Central Police Station.

\$335 for furniture for that
lounge.

\$2,000 payment of retention
money on a building contract.

\$7,000 for hydrographic survey
in connection with the reported
sinking in the harbour.

\$3,000 diverting the stream
course at Wong-wei-chong.

\$240 for the Royal Observa-
tory.

\$650 for fences and gates near
the Sisters' Quarters at the Gov-
ernment Civil Hospital.

\$4,600 for Kowloon drainage
works.

\$180 conveyance allowance.

\$1,100 dental treatment.

\$6,000 for apparatus for the
proposed broadcasting.

\$270 additional scholarships
for King's College.

\$2,652 personal emoluments
under heading of "H.E. the Gov-
ernor."

And Bigger Ones.

Among the bigger items are
the following:—

\$10,741 for a motor pump.

\$22,553 for resumption of
land.

\$10,000 for death gratuities.

\$10,000 for miscellaneous
works.

\$30,000 for materials, etc., for
the printing shop in Victoria
Gaol.

\$25,650, changing the rails in
tunnel No. 2 in the Kowloon-Can-
ton Railway.

\$12,750, under radio tele-
graphy, rent and putting in fit-
tings in P. & O.-building.

For Last Year.

There is one vote to supplement
the estimates for 1927. It
amounts to \$8,535 and is for police
pensions. The original estimate
was exceeded because more Police
officers retired than was anti-
cipated.

Major interest in the meeting
of the Legislative Council was in
the first reading of a Bill to
authorise a supplementary sum of
\$387,599.33 to defray charges for
the year 1927. The sum is made
up as follows:—

H.E. the Governor \$ 1,777.25

Royal Observatory 1,389.99

Attorney-General 1,381.40

Land Office 676.42

Public Works Re- 2,094.98

current 2,094.98

Miscellaneous Services 357,694.83

Charitable Services 22,184.41

The post of Gentleman Usher of
the Scarlet Rod of the Order of the
Bath, vacant by the resignation of
Colonel Sir Charles Murray, has
been filled by the appointment by
the King of Rear-Admiral R. G. A. W.
Stapleton-Cotton, who relinquished
the post of Rear-Admiral-in-charge
and Admiral-Superintendent of
Gibraltar Dockyard last year.

Rear-Admiral Stapleton-Cotton was
in charge of H. M. S. "Newcastle"
in 1911 and was well known to
Shanghai and Yangtze residents.

Services were resumed on
the "Peking-Hankow Railway."

"NO CRIMINALITY."

EMBEZZLEMENT CHARGE
WITHDRAWN.

"FOR A FRIEND."

Chan Kung-wa, alias Knight W.
Chan, alias K. William Chan, who
was last week remanded on a
charge of alleged embezzlement of
\$455.20 and \$197.55, the property
of the Swatow Drawn Work Co., of
which he was manager until the
end of last year, was again before
Major C. Willson, O.B.E., at the
Central Magistracy yesterday
afternoon, when the charges against
him were dropped on the applica-
tion of Mr. D. L. Strellett, who
appeared for the prosecution.

Mr. Strellett explained that the
practice followed by in the Com-
pany in connection with its Aus-
tralian clients was to draw D. A.
Bills on the clients, and then to dis-
count these bills with the Hong
Kong and Shanghai Bank, who
would retain 30 per cent. of the
money as security against the bills
being honoured.

Such securities retained by the
bank were not returned until some
time after the issuance of the bill.
In one case, the sum of \$197.55 was
returned some time after the de-
fendant had left the Company, and
it was difficult to connect this
balance with any transaction shown
in the firm's books, but finally it
was found that it related to a
transaction of which no record was
kept except for a cheque drawn by
the defendant on the Hong Kong
and Shanghai Bank for the amount
of the balance, this having the
effect of equalising the figures.

Mr. Strellett's suggestion was
that defendant had a separate busi-
ness of his own, and had used the
firm's name to carry out a deal on
his own account. Counsel said that
speaking from the ethical point of
view, the resultant profits belonged
to the firm and were recoverable by
civil litigation on a point of breach
of contract.

"What Really Happened."

Mr. M. K. Lo, for the defence,
said no criminality was involved,
as what really happened was that
the accused was putting through
the transaction on behalf of a
friend who was connected with the
Australasian firm with which the
Swatow Drawn Work was dealing.
What then followed was in the
nature of a separate business
transaction between the two men,
and any profits that might result
belonged to them and not to the
Swatow Drawn Work Company.

It was not a fact that accused
used the name of the Swatow
Drawn Work to ship that particu-
lar consignment to Australia.

Rather, he used the same style
which the Swatow Drawn Work,
for reasons best known to them-
selves, had hitherto adopted, name-
ly, the International Trading
Company, when trading with clients
in Australia.

Having accepted the management
of a competing firm, defendant, be-
fore leaving the complainant firm
realised that there would be difficul-
ty in collecting the balance which
would not fall due until after the
bill had been discounted, therefore
he drew the amount of the balance
from the Bank, who would reim-
burse the firm when the time came
to release the balance held by them.
Defendant was discharged.

THE TATTOO.

PHILHARMONIC SOCIETY TO
HELP.

A sub-committee of three, com-
prising Mr. W. H. Fitz-Earle,
A.R.C.M. (Musical Director), Mr.
R. R. Davies (Hon. Producer) and
Mr. T. V. Harmon (Hon. Secretary),
has been appointed by the Hong
Kong Philharmonic Society to co-
operate with the Hong Kong Ama-
teur Dramatic Club and to help, as
far as will be possible, with the
Military Tattoo to be held in
September.

The decision was come to at a
meeting held yesterday in the board
room of Messrs. Jardine, Matheson
& Co., Ltd. There was a fair at-
tendance among whom were Mr.
C. E. H. Beavis (chairman), Mr.
D. M. Richards, Mr. R. Dormer,
Mr. A. E. Stone and the members of
the sub-committee which was ap-
pointed.

Mr. J. H. Hunt, O.B.E., hon.
secretary of the Tattoo General
Committee, described the scenario,
with five scenes, as mentioned when
the project was first announced
publicly.

Scene effects, electric lighting
and expenses are matters which
will not concern the Philharmonic
Society. It is hoped to hold the
Tattoo on three nights and to seat
about 5,000 people at each.

Mr. Beavis reminded the meeting
that the Society had its own pro-
duction for next winter to carry
through as well.

The Museum of the University of
Pennsylvania will continue to main-
tain its archaeological expedition at
Beisan (Palestine) during the sea-
son 1928-29, and to support the
joint expedition at Ugarit of the
Chaldees.

SIR G. FRAMPTON.

SYMPATHETIC COMMENT ON
A LOVABLE PERSONALITY.

GREAT ARTIST.

The death of Sir George
Frampton, R.A., removes one of
the most engaging and versatile
figures from the artistic life of
London. His work had early
won universal recognition.
Among his fellow-artists in
every medium he was for long
acclaimed as a Master, but his
enduring monument will be his
delightful translation into bronze
of the gossamer creation of Sir
James Barrie. Peter Pan in
Kensington Gardens is one of the
loveliest things in London, and to
many generations of children yet
unborn Sir George has bequeathed
a priceless legacy of grace
and charm and whimsical inven-
tion.

Like every truly great artist,
Sir George embraced life gener-
ously. The artist without the joy
of life to inspire thought and ac-
tion can never be anything but a
mediocre performer. He may
labour patiently and well. He
may achieve distinction in his
own realm. But it will be a small
realm, closely limited on every
hand. The artist is before all
else the interpreter of life.

Through his eyes men less boun-
tifully endowed behold the mys-
tery and splendour and pathos of
life. Many men see visions—
fleeting, transitory things—but
the artist captures them and
offers them for our instruction
and delight. All that Sir George
Frampton did. Nothing was out-
side the sweep of his friendly eye
as he mixed with men and looked
out on the world. Abundantly he
gave forth of that which he had
received, and the world is richer
for his art and industry. If it be
true that sculpture is attracting a
more plentiful supply of practi-
tioners, then they may be pointed
no farther afield for an example
and inspiration than to the life
and work of the fine artist and
good comrade who has just passed
from among us.—London,
"Daily Telegraph."

KIND DOCTORS.

FRIENDLY SOCIETY SICK
CLAIMS.

Harrogate.—The annual confer-
ence of the National Deposit
Friendly Society met in the Royal
Spa Hall, Mr. F. Acton, Notting-
ham, president, was in the chair.

Mr. Acton, in moving the adop-
tion of the year's report, said that
on Dec. 31 the society had no fewer
than 312,500 members and funds
amounting to nearly 25,000,000.
That was a wonderful growth, but
he wished something could be done
to prevent the large number of
secessions from their ranks, which
last year compared unfavourably
with the number in 1926.

He had not a word to say against
the medical profession, but they put
a good deal of human nature into
their profession, and thought more
of the members than they did of the
society. In giving certificates for
sickness benefits they might be a
little more careful. One or two
cases had been brought to his
notice where doctors had given cer-
tificates for convalescent home
benefits to persons suffering from
diphtheria and tuberculosis. As
matters stood at present, if a panel
patient was not satisfied with his
doctor he went to another doctor,
and so the doctor was on the side
of the certificate.

Mr. H. W. Blakeway, chairman of
the General Committee, who second-
ed, said sickness had continued to
increase, and was a cause of an-
xiety. As an instance of how some
doctors felt on this subject, he said
he had sent to the Minister of
Health a letter he had received
from a medical man, who said it
was time public attention was called
to the growing difficulties of the
panel doctor. He himself had re-
signed, as if he did not give the re-
quired certificate his patients left
him for a "kinder" doctor. The
percentage of members sick was
slightly higher than last year, and
varied from 20.8 per cent. in the
Matlock division to 11 per cent. in
Southampton and 12.2 per cent. in
the Hull division, with an average
of all the divisions of 13.7 per cent.

The report was adopted.

Tokyo, Yesterday.—Mr. F. B.
Kelllogg's latest proposals for the
Treaty for the outlawing of war
occupy the attention of the leading
newspapers, which express their
unanimous approval. They are
fully satisfied that it will reinforce
and not supplant the existing Pact
and provisions for the prevention
of war. The Treaty's recognition
of the French and other reserva-
tions and the inclusion of small
countries among the participants, it
is considered, will increase its
practicability and effectively
reduce.

VASENOL WORKS—DR. ARTHUR KOPP—LEIPZIG.

VASENOLOFORM POWDER.

(Vasanol Foot Powder)

Just the very thing for this hot weather.

A powder specially made to counteract PERSPIRATION
of the hands, feet and armpits. A RELIABLE and
INEXPENSIVE preparation for all who suffer from
excessive perspiration.

The medical world unites in pronouncing it a prepara-
tion of simple but unequalled effect and absolutely
harmless in all cases of excessive perspiration.

Vasanol preparations are only sold in the original sealed
packets.

Refuse unsealed packets.

Sold by all chemists and stores.

Sole Agents:—

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THE CANTON TRADING ASSOCIATION, LTD.

China Buildings, 289, Tai Ping Road,
HONG KONG. CANTON.

**A WEEK'S PAPERS
IN ONE**

**"OVERLAND CHINA MAIL"
ILLUSTRATED.**

**CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS**

SEND IT HOME!

On an average, how many local residents go away from
the Colony each week? The "Ranpura" took away a large
number last Saturday. In addition, there were several other
ships with big quotas.

Many of these have given orders for the "Overland
China Mail" to be sent them for stated periods.

They wish to keep in touch and to be informed of what is
going on out here even though they are retiring or taking a
well-earned holiday. The "Overland" supplies the link which
enables them to keep in touch. Besides being a summary of
the week's events in Hong Kong and in China generally, it is
the only illustrated publication of its kind in Hong Kong.

A glance at the names of "departing passengers" during
the last few days will show that they are representative of all
classes in the Colony. They intend to show the "Overland"
to their folks and friends in other parts of the world. If you
wish to describe occurrences out here, the best way to do so
is to send the "Overland."

All this week the cables have been "full of" reports from
the mining zone in North China where Britons and foreigners
of several other nationalities have been in peril of being over-
run by disorganised hordes. The events are reported clearly
in the "Overland" and the situation explained. The week's
local news will, as usual, be found in the "Overland."

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going
Home on leave this year? If you are, you will be surprised
by the number of persons who will ask you about China and
Hong Kong. You will be astonished at the number and type
of silly questions put to you in all good faith. And you will
have to admit reluctantly (it only to yourself) that you are
not quite certain. Will you be believed, though? Keep in
touch with Hong Kong and China by having the "Overland
China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you
can keep yourself well informed if you have the "Overland."
The articles which you will seek are written to help non-
Chinese to understand. In any case, you will not regret, from
your own point of view, being posted with the main develop-
ments (reported in brief) while you are away.

READY TO-MORROW.

Mail via Suez closes at 9.30 a.m. on Saturday.
and via Siberia at 2.30 p.m. on Saturday.

SINGLE COPY 25 Cents.

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TRADE MARK

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BRAND.

NEW SEASON GINGER.

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100, Des Voeux Road, Hong Kong

PARROT

Sport Columns

AT WIMBLEDON.

SURPRISING THIRD DAY RESULTS.

MRS. MALLORY BEATEN.

London, Yesterday. The third day of the Wimbledon tournament opened in fine weather before a fair attendance. There was a thrilling battle between the youthful British stylist, Austin and Wheatley. Lycett was beaten by Mr. Moon, the Australian farmer, and Mrs. Mallory went down before the Australian, Miss Bickerton.

Full results:—

MEN'S SINGLES.

First Round.

"Bunny" Austin beat Pat Wheatley 6-2, 6-3, 6-8, 6-2, 6-1. Moon (Australia) beat Lycett 9-7, 4-6, 7-5, 6-7, 6-9.

Second Round.

Bousset (France) beat Andrews 6-4, 6-1, 6-1.

MEN'S DOUBLES.

First Round.

Lott and Hennessey beat Danel and Gentien (France) 7-5, 7-5, 6-3. Tilden and Hunter beat Avory and Higgins 6-2, 6-3, 6-0.

WOMEN'S SINGLES.

First Round.

Miss Bickerton (Australia) beat Mrs. Mallory (American) 6-3, 4-6, 6-4.

Second Round.

Helen Wills beat Miss Goldsack (Britain) 6-2, 6-1. Miss Jacobs beat Miss Ridley 6-0, 6-2.

GOLF IN U.S.A.

CHICAGO PLAYER CREATES RECORD.

A HOLE IN ONE.

Kansas City, Yesterday.

Al. Espinosa, Chicago, won the mid-American golf championship with a score of 289. Archie Compton, with 294, was second. Espinosa created a record with 68 in one of his rounds and also did a hole in one stroke in the second round—Reuter's American Service.

GOLF IN FRANCE.

FINAL WON BY ENGLISH WOMAN.

Chantilly, Yesterday.

In the French ladies' open golf championship final, over 36 holes, Miss Gourlay, Camberley Heath, beat Mrs. Percy Garon, Essex, 4 and two—Reuter.

BILLIARDS.

The return billiard match between the Chinese Y.M.C.A. and the "W.E." billiard team took place yesterday and resulted in a win for the "W.E." team by the narrow margin of 9 points. The results are as follows:—

Chinese Y.M.C.A.

Wong 160
Pong 55
K. C. Leung 99
Yuen 160
Sinn 160
T. C. Cheah 160

W. E. Team.

E. Van 84
J. C. Remondos 160
S. M. Cruz 160
E. de Remondos 160
P. Castillo 160
M. A. Baptista 99

NO. "SWEEPS."

DETAILS OF CEYLON DECISION.

ATTENDANCE ASPECT.

The decision of the Ceylon Turf Club to do away with sweeps on race days (first announced locally in the "China Mail") will be received by turfites with mixed feelings, writes "Trespasser." It is bound to have the immediate effect of smaller attendances at race meets, particularly in the cheaper enclosures, which are patronised chiefly by persons who only take sufficient money to have a flutter or two on the sweeps.

It is evidently a realization of the fact that the crowds are sure to be smaller that has prompted the C.T.C. authorities to start a big advertising campaign by the distribution of handbills in the city and the displays of numerous posters. The avowed intention of the Club is to make the public take an intelligent interest in the racing itself; this, of course, is like "asking for the moon" so far as the average person who attends the cheaper enclosure is concerned.

While a large number would agree with the Turf Club that their decision in this matter is right, others would be as emphatic that the sweeps should not be abolished.

I would certainly agree with the reason put forward by the Club—that persons who attend races merely to buy tickets in the sweeps should be discouraged—if it can be proved that there is a fairly large percentage of people who attend races for this purpose only.

Is it conceivable that people would pay a comparatively large entrance fee and spend the good part of a day on the course merely to buy a couple of sweep tickets in each race? If there are people interested only in the sweeps, it is far more probable that they would devote some attending the races to purchase the tickets for them.

The average race-goer would ordinarily first make his investments on a race, and only after he has done this to his satisfaction would he think of patronising the sweeps. Again, after a race is run, the ordinary race-goer would be more anxious to see whether his horse won and what his dividend (if any) is than to worry about the results of the sweeps drawing. In fact it is only after one collects one's winnings and backs in the next race that one's attention is turned to the sweeps.

This is evidenced by the fact that comparatively few people gather round the boards announcing the results of sweeps after a race, whereas the grounds round the Judge's box and totalizer are crowded with inquisitive backers. It is therefore much more reasonable to presume that the vast majority of people attend the races for the sake of the racing itself and that the sweeps are only a secondary consideration.

While defending the public from the reproach which might be levelled against them, namely that they do not take sufficient interest in the racing itself, I think that the Turf Club has made a wise decision in this matter. They have sacrificed a fairly large source of revenue, but they have done the public a service. Furthermore, experience of sweeps on Ceylon racecourses has not been too pleasant in the past and it was only a year ago that I urged the adoption of certain necessary precautionary measures in the running of sweeps if public confidence in them was to be restored.

I admit that it is a most difficult matter to run seven or eight sweeps on one afternoon on the racecourse, and unless the closest supervision exists there is bound to be corruption.

The fair patrons of the turf will miss the sweeps most. Those who accompany their husbands to the course and do not indulge in the "luxury" of backing horses will miss their flutter on the sweeps. For their sakes at least the Club would be well advised to run a two-roupee totalizer again in the main enclosure.

This form of betting was very popular with the ladies and its discontinuance in the main enclosure, which was regretted at the time, will be still more keenly felt now that there will be no sweeps also.

NOT FOR PARIS.

POLICEWOMEN IMPOSSIBLE, FRENCH OFFICIAL'S VIEWS.

CROWDS BOUND TO JEER.

It is something of an achievement to have caught M. Faralioq for a few moments' conversation. He is the captain of the thirty-one French police officers who have come to London to box and play Rugby with the London police. Scotland Yard, their hosts ("charming men in charming quarters," as M. Faralioq says), have mapped out a rushing programme for their entertainment.

From a two minutes' talk in a lull however, one drew the following, the "Manchester Guardian" is informed by a London representative. "We do not intend to copy your system of women policemen. That is a paradox so far as France is concerned. It isn't a French idea. You English people respect the officers of the law at sight, and your women are men of action. What would happen in Paris if we put women policemen in the streets? There would collect a jeering crowd of hobbledoys, girls, men, women, and children round every unfortunate policewoman. No, it is not possible. It is utterly impossible in France. In France woman rules in one domain. She rules her husband (at home), her children, her house. But there she ends. Someday, perhaps, she may vote in the elections, but that is a long way off, and the prospect, if conjured up, would merely produce amusement."

Prohibition in London. "Your customs differ from ours. France, none the less, is changing. There are no beggars now in Paris, no night restaurants. Everything is quiet, and people go to bed at night."

"As in London?" I asked. "London!" He seemed amused. "In London, well, it is again a matter of custom. I was in what you call a night club. At twelve o'clock they took away my wine-glass, wine and all. Well, it was quite correct—very correct. Prohibition, I think you call it? And, of course, you are all in bed by ten o'clock. Perhaps, sometimes, 10.30. When I said that the people of Paris go to bed, I was contrasting them not with London (a quite particular and special category of people) but with pre-war French people who never went to bed at all."

"What about Montmartre and the Americans?" I suggested. "Yes, as you say, he answered, there is Montmartre, but that has nothing to do with Paris or France. Why, a bottle of champagne which cost 20 francs before the war now costs over 200 francs in Montmartre. It is an American, not a French, conception."

I asked him about the London traffic.

The Way With Motorists. "Much slower, of course than in Paris. Less dangerous. But better controlled. Your system of white armlets is much better than our truncheons, and your point-men are better instructed. One of your white arms can control a busy crossing where two French policemen would be necessary. Of course, we're here for sport, not for study. Sport has made friends of the Paris and London police. On the other hand, one cannot help noticing the differences. For instance, if a policeman holds up a motorist for driving on the wrong side, or for drinking after midnight, or for any other of your crimes, he has a free field. Your motorist tamely takes it all. No one stops to look on. In Paris, by contrast, when a gendarme stops a motorist he, the gendarme, has much to say. The offending motorist has much to say, which he says with vigorous gesture. Every passer-by stops and contributes to the argument, for or against."

I could hold him no longer, for the car was waiting to take him and his colleagues to Claridges for dinner.

NOT COMPULSORY.

GERMAN STUDENT BEER CUSTOM ABOLISHED.

Strasbourg.—Beer is no longer to be a compulsory drink for the German university corps, and thus a century-old tradition has been abolished.

The decision to this effect was taken at an annual General Chapter of German students' corps held at Weimar, Saxony. This General Chapter controls all the great students' corps throughout Germany and its orders are supreme. Henceforth candidates for admission to the various corps will not be obliged to drink their pots of beer as the various traditional toasts are drunk but will be allowed to take any beverage they like.

Knocked down by a motor-car, a French Grammar School boy, Jean Ogilvie, received first aid from the school cadets' ambulance squad.

BABIES IN 1928.

HIGHER BIRTH-RATE THAN LAST YEAR.

GAIN IN POPULATION.

After repeated reports of lower birth rates, the number of live births registered during the first quarter of this year in England and Wales showed a considerable increase.

They numbered 168,069, which, according to the Registrar General's quarterly return, was 15,345 more than in the preceding quarter and 973 above the number recorded in the corresponding quarter of last year. These births correspond to an annual rate of 17.4 per thousand of the estimated mid-year population for the year 1927, which is 0.1 per thousand above that recorded in the corresponding quarter of last year.

The deaths registered number 136,315, and were 20,820 more than in the preceding quarter, and 32,455 less than in the corresponding quarter of 1927. The general death rate of 14.1 was 3.3 per thousand below that recorded during the corresponding quarter of last year.

Flu And Smallpox.

Influenza was stated to be either a primary or contributory cause of death in 3,165 cases, or 2.31 per cent, of the total deaths. Infantile mortality was equal to eighty per thousand births, which is twenty-one below the average of the ten preceding first quarters, and is the lowest rate recorded in any first quarter. Small-pox was mentioned as a cause of death in thirty-six cases during the quarter. Of these, thirty-two had been provisionally classified to small-pox.

The natural increase of population in England and Wales for the quarter under review by excess of births over deaths was 31,784, as against 37,224 and 43,386 in the first quarters of 1925 and 1926, and a decrease of 1,644 by excess of deaths in the first quarter of 1927.

The number of persons married in the fourth quarter of 1927 in England and Wales was 166,666, a decrease of 16,812 over the number in the preceding quarter, and 23,848 more than that in the corresponding quarter of 1926. The number corresponds to an annual rate of 16.8 per thousand of the estimated mid-year population, and was 2.3 more than that recorded in the corresponding quarter of 1926.

In Great Britain and Ireland during the three months ended September 30, 1927, the natural increase in population was 91,102. The number of persons married was 212,558.

INDIAN RULER.

MAY STAND FOR BRITISH PARLIAMENT.

The Maharajah of Burdwan hopes to have the opportunity of entering Parliament at some future date.

The Maharajah, who is shortly to take a political course at the Philip Scott College, near Northampton, said recently: "While there is no immediate prospect of my putting up for any constituency, I would be willing, having learned more about the work of parliamentary candidates, to stand if the Conservative Party thought it worth while to invite me."

At the Philip Scott College the Maharajah will live the life of an ordinary student, rising at 7.30 and breakfasting with the others. He is a stern opponent of Indian extremists.

The Maharajah at Caxton Hall, Westminster, warned India against trying to get rid of British rule, and said that the alternative was rule by yellow or brown races or Soviet Russia.

LUXOR DISCOVERY.

ORIGIN OF BRITISH MUSEUM SARCOPHAGUS TRACED.

Cairo.—The French Institute of Oriental Archaeology announced that a party digging in the necropolis at Thebes (Luxor) has discovered two roughly cut chambers at the bottom of a deep pit. They contain some forty sandstone blocks from the temple of King Taharka (722-688 B.C.) of the 26th Dynasty.

Near the blocks was found a quantity of modern objects, including a rope, a pulley, a pick, hammers, and rollers, which had evidently been left there by the French mission sent to Egypt in 1881.

The pit has been identified definitely as that from which was taken the black granite sarcophagus erected in the Place de la Concorde, Paris, in 1836. It was subsequently acquired for the British Museum, where it is now exhibited.



BEER

Playing Cards, Cigar and Cigarette Ash Trays will be given free to purchasers of dozen quart bottles of Elbschloss Beer.

Sole Agents for Hong Kong:

WING ON CO., LTD.

Newly Arrived
Ladies'
Bathing Suits
Bathing Caps
Bathing Shoes

In Big Selections and at
Very Low Prices

YEE SANG FAT CO.

MILL GIRLS' TO-DAY.

SILK STOCKINGS OUST CLOGS AND SHAWLS.

Oldham.—The clatter of clogs in Lancashire towns and villages, a traditional sound, is fast disappearing. Nowadays you will not find 25 per cent of the Lancashire mill girls wearing clogs and shawls. Instead, they are dressed as trimly as City typists, and wear silk stockings and shoes, with neat hats and fur-trimmed coats.

Mr. J. Clegg, a shoe and slipper manufacturer, of Waterfoot, said: "Silk stockings are now so cheap that the girls prefer to wear these and be in the fashion rather than the hand-knitted stockings their grandmothers wore."

Silk stockings require an accompanying other than clogs and shawls. Consequently the girls have discarded the clogs for shoes and the shawls for hats.

Dr. J. Wilkins on medical officer for Oldham, said: "It is regrettable, because clogs are healthy footwear. They keep the feet dry."

UNDER PYRENEES.

FIVE-MILES LINK FROM FRANCE TO SPAIN.

Paris.—The final inauguration on July 18 of the new Franco-Spanish tunnel through the Pyrenees at Camfranc is to be the occasion for the celebration of a Franco-Spanish centenary.

King Alfonso and President Doumergue are to preside at the opening ceremony of this line, and they will be accompanied by several Ministers and by the French Ambassador in Madrid and the Spanish Ambassador in Paris. The new tunnel, which is five miles long, cuts the frontier at an altitude of 4,000ft. through the French village of Forges d'Aud and the Spanish village of Aza de Aragon.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London	2 1/2	%
Bank, wire	2 1/2	%
Bank, on demand	2 1/2	%
Bank, 30 days' sight	2 1/2	%
Bank, 4 months' sight	2 1/2	%
Credits, 4 months' sight	—	
Documentary 4 months' sight	—	
On Paris	126 1/2	%
On demand	—	
Credits, 4 months' sight	—	
On Berlin	—	
On demand	—	
On New York	49 1/2	%
On demand	—	
Credits, 60 days' sight	—	
On Bombay	186 1/2	%
On Calcutta	186 1/2	%
Wire	186 1/2	%
On demand	186 1/2	%
On Singapore	88	%
On demand	—	
On Manila	99 1/2	%
On demand	—	
On Shanghai	75 1/2	%
30 days' sight (private paper)	—	
On Yokohama	106 1/2	%
Gold Leaf, 100 fine (per tola)	2 1/2	%
Sovereigns (Bank's buying rate)	27 9/16	%
Silver (per oz.)	27 9/16	%
Bar Silver in Hong Kong	5 1/2	%
Kong	5 1/2	%
Chinese Copper (Cash nom.)	—	
Chinese Copper Coins 6% prem.	—	
Rate of Native Interest	7 1/2	%
Chinese Sub. Coin	32 1/2	%
Hong Kong Sub. Coin	32 1/2	%

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange
T.T. on London	2 1/2 %
T.T. on Shanghai	75 1/2 %
Bank	—
Hongkong Bank	\$120 1/2 b
do. Lon. Reg.	\$140 1/2 n
Chartered Bank	\$21 1/2 n
Mercantile A. & B.	\$28 n
do. C.	\$14 1/2 n
P. & O. Bank	\$20 1/2 n
Bank of East Asia	\$7 1/2 n
Insurance	—
Canton Insurance	\$61 1/2 b
Union Insurance	\$35 b
North China Insurance	\$148 b
Yantai Insurance	\$50 n
China Underwriters	\$24 b
China Fire Insurance	\$235 b
H.K. Fire Insurance	\$72 1/2 n
Shipping	—
Douglases	\$37 s
H.K. Steamships	\$29 n
H.K. Tugs & Lighters	\$2 n
Indo-China (Freight)	\$30 1/2 b
do. (Debt)	\$70 b
Shell Transports	\$105 1/2 n
Water-Boats	\$20 1/2 n
Mining	—
Bonguet	\$1 1/2 b
Kailan Mining Ad.	\$6 1/2 b
	65 7/8 %
Langkate (Combined)	\$122 1/2 n
do. (Single)	\$122 1/2 n
Shanghai Exploration	\$245 b
Shanghai Loans	\$75 n
Rauha	\$4 1/2 b
Tronoh Mines	\$17 1/2 n
Docks, Wharves, &c.	—
H.K. & W. Docks	\$136 b 137 1/2 s
H.K. & W. Docks	\$40 b
China Providents	\$510 n
Hongkew	\$115 n
New Engineering	\$10 n
Shanghai Docks	\$110 1/2 n
Cotton Mills	—
Ewo Cottons	\$870 n
Oriental Cottons	\$220 n
Shai Cottons (Old)	\$75 1/2 n
do. (New)	\$75 1/2 n
Lands, Hotels & Bldgs.	—
H.K. & S. Hotels	\$920 b
Hongkong Lands	\$85 1/2 b
Shanghai Lands	\$134 b
Humphreys Estates	\$144 s
Hongkong Realities	\$8 1/2 s
Principal Buildings	—
Public Utilities	—
H.K. Tramways	\$24.90 b 25 s
Peak Trams (old)	\$12 1/2 n
do. (New)	\$8 n
Star Ferry	\$64 1/2 n
China Lights	—
do. (old)	\$11.65 b
do. (new)	\$11.45 b 11.55 s
do. 1927 issue	\$11.15 b
H.K. Electric	\$7 1/2 n
Macao Electric	\$50 1/2 n
H.K. Telephones	\$5.60 b
China Buses	\$9 1/2 b
Singapore Tractions	\$11/3 n
do. Pref.	\$17/6 n
Industrial	—
Sinai Sugar	\$2.70 n
Malayan Sugars	\$24 n
Canton Ice	\$3.80 b
Cement (comb.)	\$9.60 b
do. (old)	\$9.40 b
do. (new)	\$15.50 s
H.K. Bopes (old)	\$6.20 n
do. (new)	\$6.20 n
United Asbestos	\$10 n
Stores, &c.	—
Dairy Farms	\$21.00 b
Watsons	\$14 s
Ter A. Wings	\$0.45 s
Jana Crawford	\$1 1/2 s
Macintosh	\$20 n
Sinacres	\$9 1/2 n
Wm. Powells	\$3 s
Miscellaneous	—
H.K. Amusements	\$31 s 30 1/2 s
H.K. Constructions	\$1 1/2 s
B. Ind. G. Bonds	\$5 1/2 b
E. E. Govt. Loans	5% Prem. n

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—	
Island	Feet
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Errie	1725
Peak Hotel	1600
Talkoo Sanatorium	1600
Mt. David	877
Bowen Road (Mainland)	297
Tai Mo Shan	3124
Rowden Peak	1971

THE MOTORISTS' PAGE

B.S.A.

POWER with SILENCE
SPEED with SAFETY

In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

4 GOLD MEDALS and TEAM PRIZE

DUNLOP TROPHY

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)

Also won on B.S.A. in 1926.

B.S.A.'s won the

COLMORE CUP

2 years out of 3—in 1926 and 1928

In the Victory Cup Trial

B.S.A.'s won

Frank Hallam Cup

Watsonian Team Prize

For 2nd year in succession

6 GOLD MEDALS

In the Paris-Nice Trial B.S.A.'s won

TEAM PRIZE

for 5th year in succession and
3 GOLD MEDALS.

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

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THE SINCERE CO., LTD.

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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
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CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
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WILLYS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

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ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.228.
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COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
PRESOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

TWO GREAT SYSTEMS

"DRIVE YOURSELF" RENTING.

FLEET OWNERSHIP.

Renting of motor cars is one of the oldest customs in the automobile industry. Instances of it are traceable as far back as 1905. It grew steadily as more and more persons learned of its advantages and took the opportunity to hire machines, both for business and pleasure.

The advantages were obvious. The idea enabled a salesman, for instance, to make more calls, to carry a larger assortment of samples and to save himself an appreciable amount of physical drudgery. It enabled the general public to go where and when it wished—in individual transportation.

Out of this early custom have grown two important commercial uses of the automobile of to-day—fleet-ownership and the "Drive-Yourself" renting system.

Special Attention.

Chrysler officials have given special attention to the development of these two branches of present automobile practice. In both fields their cars have enjoyed an exceptional demand. The latest summary made by J. W. Frazer, Chrysler sales manager, shows that 500 nationally known American business organizations have Chryslerised their motor car fleets. The same car, in the last few years, has also become one of the leading cars in the garages of renting companies.

Chrysler's popularity among fleet-buyers is attributed to its exceptional adaptability for their needs. Characteristics for which the Chrysler is especially noted—quick getaway, rapid acceleration, easy handling in traffic and parking, reliable braking ability and economical operation—have led to its rapidly increasing use by concerns operating large fleets of cars which must meet the rigorous demands of salesmen and others who travel constantly.

Traditions of the "Drive Yourself" renting business trace its origin to a casual borrowing of an automobile a dozen or more years ago by an acquaintance from Joe Saunders, then an Omaha real-estate dealer. When occasion required a second application in one day, it is said that the borrower offered pay for the accommodation. The suggestion was courteously declined. But an idea of the possibilities of renting cars dawned on Saunders and proved to be the seed from which grew to-day's great "Drive Yourself" system.

Many Problems.

The new business encountered many problems. It attracted the attention of automobile thieves, bootleggers, wreckers, speed fiends and other classes of objectionable drivers. But experience showed the way to deal with all difficulties and, ultimately, the present highly successful and rapidly developing system was evolved.

To-day, tourists, travelling and local salesmen, professional men, real estate brokers, representatives of public service companies—in fact people in every walk of life—use the system as regular patrons.

In this development of motor-ting, Chrysler has also established itself as a leader. More than 8,100 Chryslers are in use by renting companies, in numbers ranging from 1 to 900. The latter represents the number used by the Saunders Drive-It-Yourself system, now the largest concern of its kind in the world. With 83 branches in 60 cities—from Washington, D.C., to Denver, and from Milwaukee, to Mobile, Ala.—its cars are driven nearly 20,000,000 miles annually by hundreds of thousands of drivers during every possible condition of weather and roadway.

Million Dollars A Year.

Joe Saunders, Vice-President of the system, in a letter to the Chrysler Sales Corporation, says: "The fact that we have purchased during the past year one million dollars' worth of Chryslers, that we use more Chryslers than any other make, and that we are continuously adding more Chryslers than all other makes combined, should be complete evidence that we believe Chrysler delivers the most satisfactory and economical transportation." "Our accurate and standard cost accounting methods have reflected 11 per cent. greater

MOTOR RECORDS.

WHAT STUDEBAKER HOLDS.

BOARD SWEPT.

All American Automobile Association records for fully equipped stock cars are now held by Studebaker. Never before has one manufacture thus swept the boards.

Studebaker holds not only the open car records but the closed car records also. Regardless of power or price of car, open or closed, the highest record for every distance from 5 to 25,000 miles, and from 1 to 884 hours is held either by the Studebaker Commander or by the Studebaker President.

All Studebaker records were made with stock cars, fully equipped even to the extra tyre. The only records not now held by Studebaker were made with stock cars stripped of windscreens, mudguards, running boards, etc., for racing.

In addition to holding with the Commander and President all the highest records for fully equipped stock cars regardless of power or price, Studebaker holds with the Director and Erskine the highest records in their respective price classes.

The records of the Commander were made in October and November, 1927, and far exceed any others in the history of transportation. Two Commander roadsters ran 25,000 miles in less than 23,000 consecutive minutes, establishing 37 intermediate records. Nothing else on earth ever ran so far so fast.

A Commander sedan at the same time travelled 25,000 miles in less than 25,000 consecutive minutes, setting 38 intermediate records.

A President Eight five-passenger sedan last month set out to win all the records for fully equipped closed cars not already held by the Commander.

On April 25-30 at the Atlantic City-Speedway it completed 2,000 miles in 1,654 minutes. The average speed for the entire distance was 72,525 miles per hour. This performance of the President shattered the former records for fully equipped stock closed cars for every distance from 5 to 2,000 miles, and for every period from one to 24 hours. The 24-hour closed car record—formerly held by an automobile costing nearly twice as much as the President—was beaten by an average of more than four miles per hour. In all, 12 closed car records fell to the President—giving Studebaker a clean sweep of everything in the field of fully equipped stock cars.

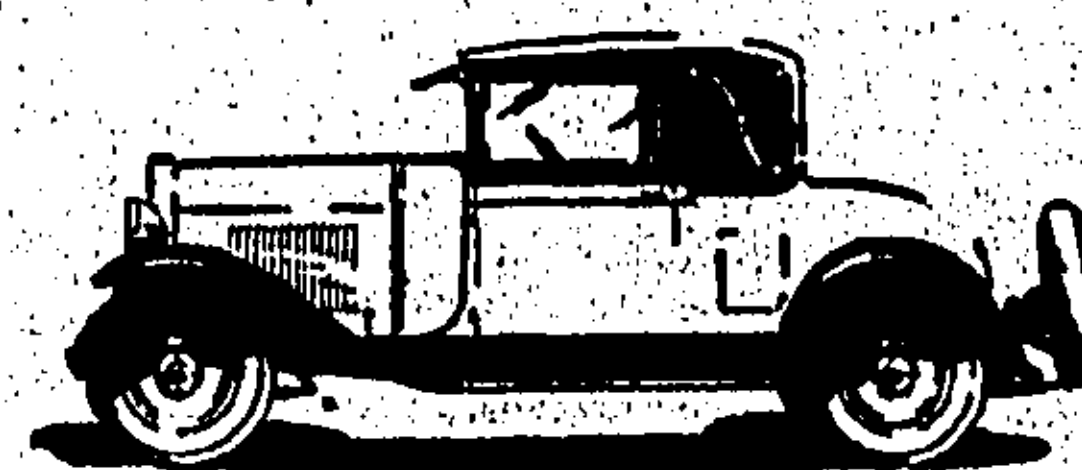
The President's achievement was the third record-breaking performance of Studebaker cars during April. Previously a stock mode Director travelled 5,000 miles in less than 4,800 minutes to break its own former records for fully equipped stock cars in its covered 1,000 miles in less than 1,000 minutes to lower its own records for fully equipped stock cars in its price class.

In every case the runs were made under the sanction and observation of the highest motoring authority—the American Automobile Association. All cars were timed, and checked by A.A.A. officials, and both before and after every run the cars participating were examined by the Technical Committee and pronounced strictly stock models in every respect.

A summary of the records now held by Studebaker cars shows: The "Erskine" Six holds 11 American class records for fully equipped stock cars in its price class.

The Studebaker Director holds 28 records for fully equipped stock cars in its price class. The price class records are not official, as A.A.A. classifications do not cover prices, but officially, Studebaker now holds 110 speed and endurance records for fully equipped stock cars (open and closed) from 5 to 25,000 miles and from one to 884 hours.

mileage per gallon of fuel for Chryslers, and also a reduction in maintenance cost. Our customers, as well as we, are highly pleased with the beauty, performance, ease of handling and riding, dependability, safety and long life of Chrysler. In fact, in our business the economy of operation would be of no avail without sustained popularity of the car with the general public.



A REMARKABLE ARRAY OF FEATURES.

The new Oldsmobile Six has built into it one of the most imposing selection of features ever found in a car of comparable price.

The well-known efficiency of the engine is increased by a new type crankcase ventilation, which eliminates excessive dilution—by oil filter, air cleaner and a specially controlled cooling system.

The engine is notable for remarkable rigidity of crankcase and cylinder block. It rides on a newly discovered rubber cushioned mounting.

There are four-wheel brakes, specially selected springs. Hydraulic shock absorbers make riding like gliding.

A new rubber core clutch adds softness to the clutch engagement. The frame is rigid and made of heavy gauge steel, braced with five sturdy cross-members.

New vertical shutters, thermostatic charging, full automatic spark and engine temperature on instrument panel all add ease and enjoyment to year around driving.

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A FINE CAR OF LOW PRICE

OIL FILTER.

REDUCES COST OF OPERATION.

How the motorist can save on oil expense and repair bills through proper attention to the oil filter on his car was stressed in a statement released recently by O. E. Hunt, chief engineer of the Chevrolet Motor Company, a division of General Motors.

His announcement followed experiments conducted by research engineers of the AC Spark Plug Company, makers of Chevrolet oil filters, showing that a full pint of abrasive matter accumulated in the filter after every 10,000 miles of driving (16,000 kilometres).

This residue possessed such high abrasive qualities that it could have been used effectively for sharpening knives or grinding valves.

"If this abrasive matter had not been trapped in the oil filter," Mr. Hunt said, "it would have done severe damage to cylinders, pistons and other internal working parts of the engine. Excessive repair bills would have resulted and the life of the engine very much shortened."

"The AC oil filter, with which all Chevrolet cars are equipped, removes these impurities and allows only clean oil to reach the engine. This means prolonged life for the engine and fewer oil changes."

After the filter has seen 10,000 miles of service, however, the filtering unit becomes clogged with grit and other foreign matter taken from the oil and ceases to function properly. The filtration unit then should be replaced. This may be done at any authorized Chevrolet service station at nominal cost representing but a small fraction of the value of the car.

The oil filter is one of many accessories which Chevrolet has included in its economy of operation.

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CHRYSLER GROWTH.

FORCES CONTINUOUS EXPANSION.

NEW BUILDINGS.

Chrysler factories, which are classed to-day among the most modern, efficient and completely equipped in the automobile industry, have been developed by a rapid but steady expansion campaign during the last four years.

To-day the plant equipment of the Chrysler Corporation comprises 12 great units in the United States and Canada, with a floor area of more than 100 acres. The challenge for every foot of floor space which has effected this rapid expansion is continuing to force the way for more additions. Several of these are already under way.

In January, 1924, when Walter P. Chrysler announced the first of the cars to bear his name, two groups of buildings represented the entire plant equipment. Their combined floor area was less than 53 acres.

In addition to the 12 Chrysler plants in the United States and Canada, Chrysler interests are being forwarded by the Societe Anonyme Chrysler, at Antwerp, Belgium, and the Chrysler Company M.B.H. at Berlin, Germany.

Chrysler's Highland Park plant is one of the largest manufacturing establishments in the Detroit industrial area. With a capacity of approximately 1,000 cars a day, it has a floor space of 1,365,000 square feet and covers 53.60 acres. It houses the company's general offices and in it are built the "62" and "62" models, which have been rolling up an unprecedented record of sales since their introduction last August.

One of Finest.

The Jefferson Avenue plant in Detroit ranks as one of the finest manufacturing establishments of any type in the country. It covers 36.88 acres, and has 917,450 square feet of floor space. Here the new 100 horsepower Imperial "80" and the illustrious New "72" are built, as well as all Chrysler hydraulic four wheel brakes.

Across the street from this plant is the Chrysler Kercheval Avenue body plant, with floor space of 687,319 square feet. It is especially designed for body manufacturing. The progressive stage conveyor system employed throughout not only eliminates the high cost of manual handling but insures the utmost efficiency in building a quality product.

The company's own forge and machining plant is at New Castle, Ind. It covers 65.70 acres, and is equipped with the most modern blast furnaces and heat treating apparatus.

At Dayton, Ohio, Chrysler maintains what it believes is the most complete service parts depot operated by any automobile producer. This plant covers 22.52 acres. In it is installed a permanent record containing the specifications of every Maxwell, Chalmers and Chrysler car ever built, as well as a constantly refilled stock of every part of all these cars. Its central location to the great centres of population gives dealers and owners of every car ever made by these three companies rapid service for every part.

Canadian Plant.

The Chrysler Corporation of Canada, Limited, a subsidiary corporation is at Windsor, Ont. Acquisition of additional factory space within recent months has expanded its area to 358,278 square feet of floor space, equipped with the most modern machinery and other facilities.

In line with its policy of continuous expansion, and to meet increased demands created by the introduction of the new Imperial "80", Chrysler, during 1927, took over additional factory floor space at Maybury Grand and Hancock avenues, Detroit. Here it manufactures and assembles its own custom bodies for that car. The acquisition represents an addition of 126,484 square feet to the company's floor space.

The latest addition to its building programme is a four-story structure for the engineering department. It is now nearing completion. It will include offices for the engineering executives and will provide improved facilities for automobile research experiments and tests. Among its unusual features will be an ice plant, with which cars can be tested under all conditions of temperature and humidity; dynamometer test rooms for exhaust system underground; an air washing system; chassis roll testing machinery; hydraulic lifts for car observation and complete facilities for mechanical, physical, electrical and metallurgical laboratories; experimental machine shop; design, drafting, experimental body building, painting departments and test and experimental garages.

BRAKES.

WHERE THE STUDEBAKER SCORES.

WITHIN SAFETY CODE.

Higher road speeds, more congested highways, and greater traffic density in cities make it imperative that automobile brakes function with a wide margin of safety, according to the manager of the Hong Kong Hotel Garage, local Studebaker-Erskine dealers.

"One of the most important improvements in four-wheel brake design is the development of the amplified action four-wheel brake now standard equipment on all Studebaker and Erskine cars. This type brake has unusually effective braking power, and responds to light braking pressure.

"Tests made at Studebaker's 300-Acre Proving Ground show that Studebaker and Erskine brakes will stop the cars in less than half the distance set up as standard by official safety codes.

"At ten miles per hour the safety code of the American Automobile Association indicates 12.5 feet as a satisfactory stopping distance. Studebaker and Erskine brakes bring these cars to a stop in 4.5 feet. At 15 m.p.h. the A.A.A. code indicates 23.1 feet. Studebaker and Erskine test cars stop in 10 feet. At 25 m.p.h. the recommended stopping distance is 78.2 feet. Studebaker brakes hold at 28 feet. The A.A.A. stopping distance at 35, 40, and 45 m.p.h. are 153.1, 200 and 255 feet respectively. Studebaker and Erskine brakes bring the cars to a stop at 54.8, 71.6, and 90.6 feet respectively.

Three Shoe Brake.

"The self energising feature of Studebaker and Erskine three shoe brake design is largely responsible for this exceptional stopping ability. Light pedal pressure turns a cam which throws the 'primary' and 'auxiliary' brake shoes against the brake drum. The method of holding these brake shoes to the brake housing is such that the rotation of the brake drum forces the secondary shoe against the drum. Thus the actual motion of the car is utilised to increase braking effectiveness, for the movement of the wheels forces the brake shoes tighter and tighter against the brake drum.

"This feature is termed by Studebaker as 'amplified action' since the light pedal action of the driver is amplified into a powerful braking force by the motion of car."

A MORRIS SEVEN.

TWO-THIRDS THE SIZE OF THE COWLEY.

A new Morris car is to be put on the market some time this year—a saloon four-seater of seven horsepower rating. It will have a four-cylinder engine, with overhead valves actuated by an overhead camshaft—rather an unusual feature in this class of car. Brakes on all four wheels will be fitted, and its general design will be on thoroughly modern lines, embodying the latest practices.

The price has not yet been fixed.

There are at present four of this class of car on the British market, taxed at under £9, the Austin Seven, the Jowett Seven, the Singer Junior, and the Triumph, priced respectively at £135, £134, £140, and £149 10s., and the entrance of the Morris concern into this market is significant of the popularity enjoyed by the miniature car with its surprising performance and its all-round handiness.

Mr. W. R. Morris, in an interview, said that the new car will be approximately two-thirds of the size of an ordinary Morris-Cowley. In the early stages of designing the new model the greatest secrecy was observed at the Morris works at Cowley, near Oxford, and hush-hush road tests were made at midnight.

"Strictly speaking, the new car ceased to be a secret about three weeks ago," said Mr. Morris. "It was then that rumours began to get about among people in the motor trade. On the strength of these rumours, agents began placing orders for the new car, and as we did not deny that a new model was being designed, the knowledge gradually spread among agents."

"But, up to the time when the first agents' orders were placed, the car really was a secret. One of the people in the secret at that time was my wife. She is a woman who does not give away secrets, and she always has my confidence in trade developments."

SKIDDING.

HOW TYRE ADHESION IS LOST.

WHAT TO DO.

With the possible exceptions of death by drowning and lying under a tiger's paws, there are few sensations of absolute helplessness to compare with a really bad skid in a motor-car—always supposing that the driver is rather a novice. In the earlier portions of the motor era skidding was an inevitable and universal experience. Cars were built extremely high; the centre of gravity was far above the point of contact between tyre and road; any sudden change of steering direction was liable to master and destroy tyre adhesion. Moreover, tyres themselves were very narrow and inflated to high pressures, so that the coefficient of friction between the tyre and a slippery surface, such as a wet tram rail or limestone grease, was extremely low. All this has been changed. Cars are becoming lower and lower every year. Quite a stumpy man can stand beside certain modern saloons and look clean across the roof. It is next to impossible to upset such cars, except by running two wheels on the same side up a bank, or by wrenching them round at right-angles in their own length at fairly high speed. The centre of gravity is so low that little wrenching action occurs at the point of contact between tyre and ground. Moreover, the broad, pudgy tyres in common use provide magnificent adhesion with the road. Experienced drivers hardly ever notice any skidding nowadays; and many a novice has never skidded. Involuntary skidding is very seldom provoked except by gross driving blunders, or by the excessively treacherous surfaces inherent in certain patent road materials, which a few surveyors and the Ministry of Transport quite criminally permit and encourage when re-laying roads.

The novice who is afraid of skidding, possibly as the result of a single but well-remembered moment of panic, can readily regain confidence by a little reflection. Tyre adhesion is only to be destroyed in two ways. Violent braking will do it; a rolling wheel usually grips; whereas a locked wheel often slides. Excessively abrupt braking can throw a car out of control even on a dry road; but except on an intrinsically greasy surface, where foothold would not be too safe for a pedestrian, the braking must be really ruthless to provoke a skid. In any case such braking is foolish, for the car will always stop more rapidly if the wheels are not locked. A frightened driver, confronted by a sudden and terrifying emergency, should never put all his strength on his brake pedal with a bang, nor yet haul his handbrake right back in one lightning pull. The other infallible method of provoking a skid is to swerve abruptly at speed. Here again the speed must be really high, or the surface genuinely treacherous, for a car to go out of control. The driver who corners rationally and applies his brakes progressively and firmly, will only skid on a freak surface. The sane driver need have no qualms at all.

When a skid occurs, perhaps on a bituminous surface, lightly filmed with damp, the driver should remember that there is no danger except that of collision, unless of course he has been driving crazily. He should have prepared his mind by realising that lots of expert drivers provoke skids deliberately, as shall be detailed below. If he keeps his head, he can regain control of his car in a second or so. The urgent need is to put the car under control again, which entails his restoring tyre adhesion. For this purpose he must take off his brakes, so that the wheels can revolve freely; he must withdraw his clutch, so that the engine puts no "snatch" on the driving wheels; and he should steer gently "into the skid" for a yard or so. The last point requires a brief explanation. Imagine that his wheels are sliding bodily to his left; if he resists the slide by steering to the right, the car will not answer, for a greater force is slinging it, in the opposite direction, but if he yields to the slide, and restores tyre adhesion (e.g., by stopping the braking and relieving his back wheels of the drive) the slide towards the left will merge into a deliberate steer to the left; and as soon as the tyres bite, which will normally occur in a very few feet, he can utilize his regained steering control to correct his direction.

Deliberate and intentional skidding is part of the equipment of every racing man, and expert driver. It is based on the law that a car almost invariably skids in the direction in which it is being steered when tyre adhesion is lost. Thus, if an expert approaches a left-hand corner at so high a speed that he cannot possibly steer round it, he will begin to turn his front wheels to the left, and immediately afterwards brake violently. The car will skid to the left; and when it has swung sufficiently to insure his rounding the bend, he will take off his brakes and proceed. Surprisingly little judgment is required to perform this manoeuvre, and it has quite often been executed involuntarily by ordinary drivers, in their subconscious efforts to avoid disaster. They find they cannot steer clear of some unexpected obstacle; they jam their brakes hard on, with the steering at full lock; provoke a skid; skid clear of the obstacle; take their brakes off to correct the skid; and find they have escaped a catastrophe. But if anybody wishes to see skidding developed into sheer artistry, he should pay a visit to one of the newly opened tracks on which motorcyclists indulge in "broadside," as the new sport of dirt-track racing on two wheels is called. Here he may see Faddy Dean or "Sprout" Elders, or Billy Lamont demonstrate a continuous skid perhaps a mile long round a "tiny circuit of loose earth at speeds as high as 50 m.p.h. It is a stupendous exhibition of the genius of balancing oneself. Neither wheel may point within degrees of the direction in which the racer is proceeding, even for one yard of the distance. The stiff steel tubular frame of the machine may be permanently twisted by the terrific stresses imposed, yet the rider remains in such control that he can dodge a fallen rival or slip between a pair of competitors who are barely 8 ft. apart, and are travelling at 50 miles an hour. R. E. Davidson is the "New Statesman."

CLOTH TEST.

MATERIAL USED IN MANUFACTURE.

HIGH STANDARD.

Could you endure in five hours the equivalent of three months of the hottest June sunshine? You would probably be willing to chance it if the question were put to you in the middle of winter, but you would surely long for Alaska before many seconds had passed, while your eyes would probably need a corps of oculists to repair the damage caused by this intense light.

"Such a test, however, was not devised for human beings," says E. W. Milburn, manager of the Greer-Robbins Company, Hupmobile distributors in California. "It is used for cloth, to determine its resistance to light. The limit of time that material will retain its original colour can be established accurately in this way."

"The object to be tested is placed in a cabinet fitted with a series of powerful violet ray lights. The strength of this light is so great that just five hours of it is equal to three months of mid-day June sunshine. By regulating the distance of the object from the light bulbs the cloth is 'protected from scorching.'

"In selecting the upholstery for the Hupmobile closed cars, various grades and makes of upholstery in a specified colour are tried. This test, in connection with an acid test which determines the quality of the texture, enable us to choose material which will not only give the longest satisfactory wear but will also retain the original colour so as to remain in harmony with the body finish."

"When you consider the average amount of sun and light that reaches the interior of the car it is evident that this short but efficient test is a safe precaution against the loss of an upholstery's original colour in a short time."

"The test is typical of the thoroughness of the many that are given to Hupmobile cars. Not an item of the car's total equipment but what undergoes a close inspection test at the factory laboratories. To this care in the selection of materials is due the long life and durability that has always marked Hupmobile cars."

AND IN PALESTINE.

As appears to be the case in the majority of districts for which reliable statistics are obtainable, English manufacturers of motor cycles are predominant in the list of machines registered in Palestine on December 31, 1927, according to a report from the Director of the Department of Customs, Excise and Trade at Jerusalem. The number of Triumph machines easily heads the list, with a total of 129, Peugeot, the well-known French firm, comes next with a total of 27, Indian machines are third with a total of 19, and B.S.A. fourth, with a total of 18. The total number of registered machines was 256, out of which well-known English firms supplied 167.

it, he will begin to turn his front wheels to the left, and immediately afterwards brake violently. The car will skid to the left; and when it has swung sufficiently to insure his rounding the bend, he will take off his brakes and proceed. Surprisingly little judgment is required to perform this manoeuvre, and it has quite often been executed involuntarily by ordinary drivers, in their subconscious efforts to avoid disaster. They find they cannot steer clear of some unexpected obstacle; they jam their brakes hard on, with the steering at full lock; provoke a skid; skid clear of the obstacle; take their brakes off to correct the skid; and find they have escaped a catastrophe. But if anybody wishes to see skidding developed into sheer artistry, he should pay a visit to one of the newly opened tracks on which motorcyclists indulge in "broadside," as the new sport of dirt-track racing on two wheels is called. Here he may see Faddy Dean or "Sprout" Elders, or Billy Lamont demonstrate a continuous skid perhaps a mile long round a "tiny circuit of loose earth at speeds as high as 50 m.p.h. It is a stupendous exhibition of the genius of balancing oneself. Neither wheel may point within degrees of the direction in which the racer is proceeding, even for one yard of the distance. The stiff steel tubular frame of the machine may be permanently twisted by the terrific stresses imposed, yet the rider remains in such control that he can dodge a fallen rival or slip between a pair of competitors who are barely 8 ft. apart, and are travelling at 50 miles an hour. R. E. Davidson is the "New Statesman."

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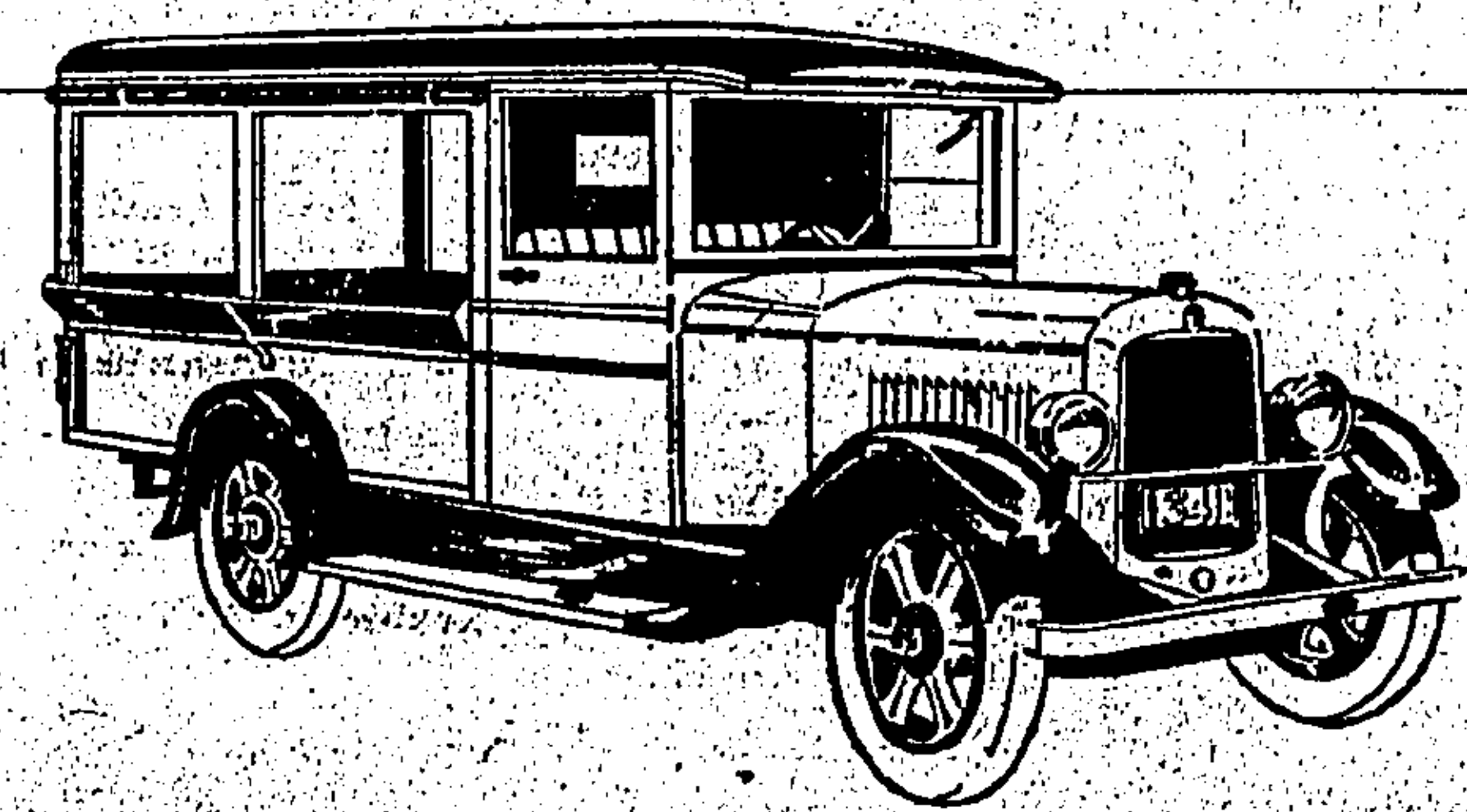
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Mr. H. S. CHIN.

6FT. 2IN. QUEEN.

SCHOOLMISTRESS IN A
PAGEANT.

IN OLD ENGLAND.

Hazlemere, Bucks.—The green loveliness of this yeoman's county was the stage recently for "A Pageant of the Chiltern Hills," produced and written by people of the district. The pageant and also a fete, in aid of the District Nursing Association House, were held on the lawn field of the vicar, the Rev. C. H. Clissold.

The people of the countryside came in hundreds to enjoy the attractions of the slideshows, amusements that have been part of the fairs and fetes of England for hundreds of years. They were trying, too, for prizes the like of which their great-grandfathers may have won. "One live pig," for example, could be won by the champion dart-thrower. "One live pig" could also be won by the successful drawer of lots, and in other ways.

The pageant began with the coming of St. Birinus, the first Christian missionary to the Saxon people of the Chiltern Hills. It went on to show a medieval scene in Wycombe Market, with a pedlar selling his goods and the arrest and trial of "the wise woman of Hazlemere." She was reputed to be a witch, and she was duly hurried off to the ducking stool, amid laughter.

The pageant then showed something of the visit of Queen Elizabeth to Bassettbury Manor, Wycombe, on her return from Oxford in 1566. A schoolmistress, Miss Dession, made a splendid and noble figure of the Queen, being 6ft. 2in. in height. Arriving under a canopy borne by nobles, and with her yeomen of the guard in attendance, the Queen, after a speech, was gracious enough to witness a display of madrigals and dances.

The county's three notable men were each accorded separate episodes—John Hampden, who refused to pay ship money, John Milton, the poet, and William Penn, of Quaker Colony fame.

HIS WEDDING EVE.

BRIDE-ELECT AT
INQUEST.

An inquest was held at Sutton-in-Ashfield, Nottinghamshire, on Randall Wood, a miner, aged 26, whose body was recovered from a dam close to Mansfield.

He was to have married a Mansfield girl, Miss Doris McElbourn, at the parish church. Furniture had been bought and the wedding breakfast ordered.

The bride-elect attended at the inquest but was not called to give evidence.

Wood's stepmother said she knew of no reason to cause him to take his life. He was of a very nervous temperament but healthy.

When found Wood had in his wallet a statement of the purchased furniture and three £1 notes.

A verdict of Suicide by Drowning was returned.

THE SOVIET.

FRANK CONFESSION ON ITS
FAILURE.

FOOD FOR REFLECTION.

The report on industrial and labour conditions in Soviet Russia, recently issued by the Soviet authorities, and now in part republished by the International Labour Office at Geneva, is a striking and even entertaining self-confession of failure.

The report is based on the joint deliberations of the Soviet Supreme Economic Council, which is responsible for the management of State industry in Russia, and the Trade Union Council of the Union of Soviet Socialist Republics.

State industry in Russia swallows enormous sums out of the Treasury every year; in fact, about one-quarter of the entire Budget of the Soviet Union.

Mr. Kubyshv, President of the Supreme Economic Council, frankly confesses that industrial undertakings frequently draw up their plans with estimates of their own available resources deliberately insufficient with a view to obtaining money from the Treasury to begin with, and with the intention of calling upon the Treasury for still further doles at a later date, states the "Morning Post."

He further accuses the present system of muddle, confusion, and waste. Very frequently machinery for new concerns is delivered long before the factories have been erected, and is consequently left lying about till it becomes fit only for the scrapheap.

Empty Buildings. In other cases, buildings are constructed months before the machinery and necessary plant for manufacturing purposes arrive, and remain empty and unproductive for long periods on end.

The building operations themselves are carried on in a careless and dilatory manner, causing considerable waste. Undertakings that should normally be finished within one or two years are rarely completed even after three years. In some cases, new factory buildings have had to be partly pulled down or otherwise altered, because the plans had omitted certain necessary technical requirements or because the safety of the workers had not been taken into consideration.

Rationalisation, as applied in Soviet Russia, has resulted in increased unemployment, and neither Trade Unions nor the State Management of Industry know what to do with the workers dismissed, who experience great difficulty in obtaining other employment under the present system.

The Soviet Trade Unions do not escape this scathing indictment. They are judged and condemned out of the mouth of their own chief leader.

M. Tomskey, who is president of the Soviet Trade Union Council, declares that the present state of affairs is mostly due to the Trade Unions themselves, inasmuch as they do not show sufficient interest in the grave problems of the day, and endorse the plans of the management without discussion.

NEAREST PARADISE.

MRS. BALDWIN AND LIFE IN
CANADA.

Mrs. Baldwin, speaking at a prize distribution at the City of London School, in connection with the Social Institutes' Union, urged girls, if possible, to go and live in Canada.

"If ever England gets tired of us," she said, "the Prime Minister and I will probably go and live in Canada—if we are not too old to do so—for we were so delighted with it. There is no better place for young married people, providing that the girls choose the right men. I don't know what would happen if you chose the wrong one; luckily, I have had no experience of the wrong one, but with the right one there is nothing nearer Paradise than I can imagine."

"JIK'S" BOOK.

PRAYER BOOK WORK AS BEST
SELLER.

INTERESTING VOLUME.

More than 10,000 copies of "The Prayer Book Crisis," by Sir William Joyson-Hicks, the Home Secretary, have already been ordered.

The book will be published by Putnam's at 2s. 6d., and it is expected that the Home Secretary will become a "best seller," for he has played a prominent part in the Prayer Book controversy.

The matter is dealt with fully, and part of the contents of the book, though not written specially to that end, carries a stage further the debate between Sir William Joyson-Hicks and the Bishop of London.

How It Started.

The controversy has developed from an appeal sent by the Bishop of London to M.P.s, urging them to vote for the revised Prayer Book when it is again presented to Parliament. This drew a reply from the Home Secretary in which he said he was convinced that the passage of the Book would be far more grievously regarded than its rejection.

The Bishop of London then made a further long reply. All the points raised by the Bishop of London and the Home Secretary are dealt with in his book.

LORD DELAMERE.

QUIET WEDDING AT
NAIROBI.

Nairobi, Kenya.—Lord Delamere, one of the oldest settlers in Kenya, was married very quietly here to Lady Markham.

Sir Edward Grigg, the Governor of Kenya Colony, gave the bride away, and Lord Francis Scott acted as best man.

Only personal friends were present at the simple choral service in St. Andrew's Scottish Church, but it was, nevertheless, a very representative gathering, including prominent people in the Civil Service and the political and social life of the colony.

A quiet reception followed at Government House, where the bride has been staying as the guest of Sir Edward and Lady Grigg.

Lady Markham, now Lady Delamere, was formerly Miss Gladys Helen Beckett. She married Sir Charles Markham in 1920, and obtained a divorce from him in July of last year.

Lord Delamere, who is 58, was married in 1899 to Lady Florence Amy Cole, daughter of the fourth Earl of Enniskillen. She died in 1914, leaving one son.

More than ten Japanese were cautioned in the Japanese Consular Court, says the "Shanghai Nippo," for failing to pay their municipal rates for over a period of one year. They were residents of Hannan Road district and their refusal to pay taxes was based upon the failure of the Shanghai Municipal Council to protect their district during the disturbances last year.

WHY DO WE SUFFER PAIN?

Pain is a symptom. It is nature's method of calling attention to some vital need of the body. When the blood is thin the nerves are undernourished. It is only through the blood that the elements they need can be supplied. Pains of lumbago in the back, rheumatic pains in the joints, sciatic pains down the thighs, neuralgic pains in the face, tell the story of thinning blood.

Build up the blood with Dr. Williams' Pink Pills and see how these symptoms disappear. The discovery of a learned and skillful medical practitioner of long experience, Dr. Williams' Pink Pills have been recognised throughout the world as a blood and nerve tonic of exceptionally great merit for close upon forty years. Your own chemist sells them, or sent to you post free one bottle for \$1.50, six bottles \$8, by The Dr. Williams' Medicine Co., 60, Klange Road, Shanghai.

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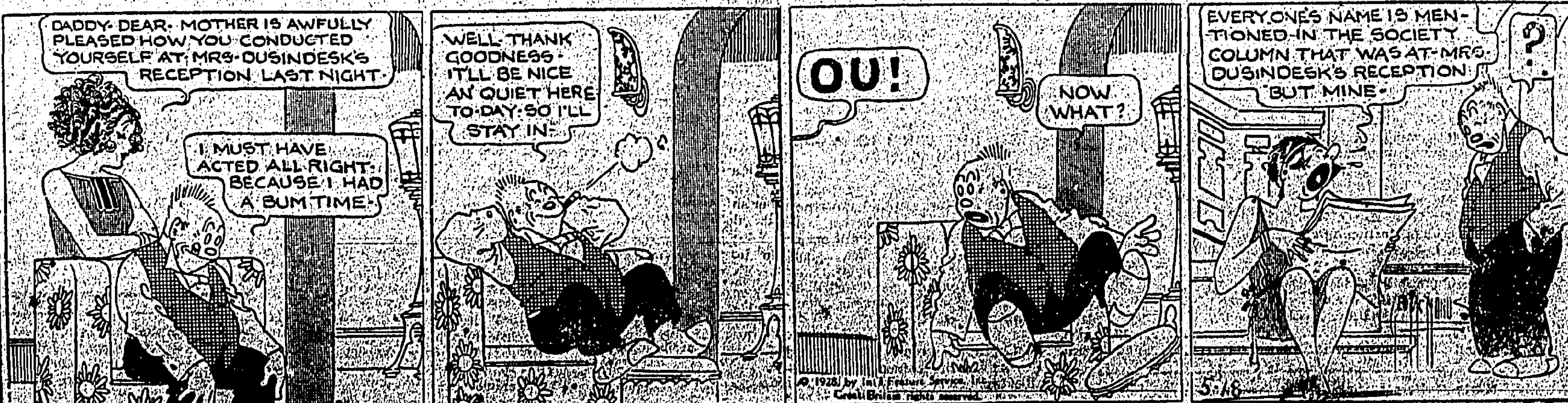
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1845

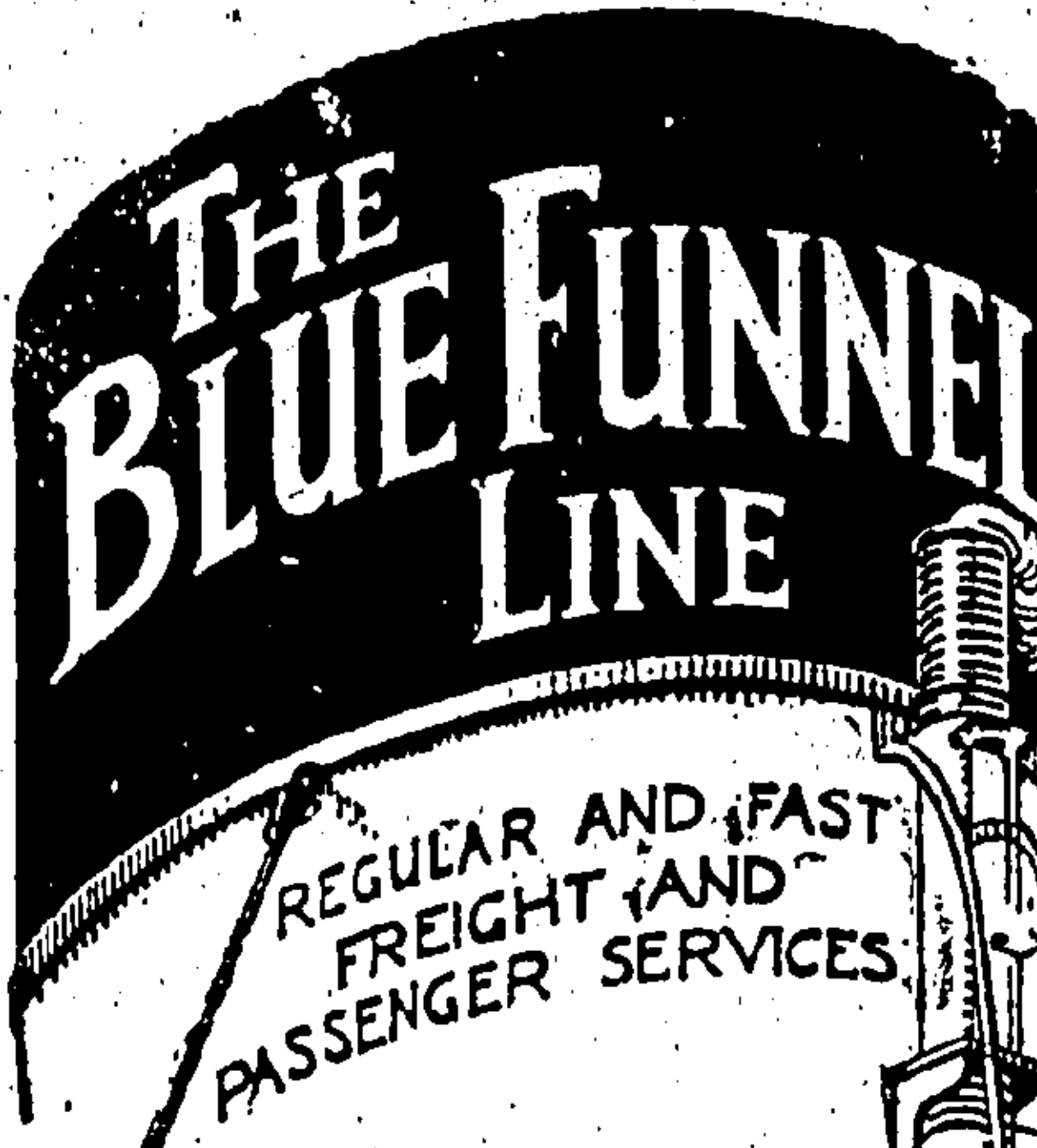
HONG KONG, THURSDAY, JUNE 28, 1928.

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LONDON SERVICE.

"HECTOR" 11th July Marseilles, London, Rotterdam & Glasgow
"FERREUS" 24th July Marseilles, London, Rotterdam & Hamburg
"GLAUCUS" 7th Aug. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"RHEXEN" 20th July Genoa, Havre, Liverpool & Glasgow
"ANTYLOCHUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"PROTEUS" 13th July Victoria, Vancouver & Seattle
"TALITHYBIUS" 2nd Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"HELENUS" 29th June New York, Boston & Baltimore
"DARDANUS" 27th July Boston, New York & Baltimore

PASSENGER SERVICE.

"HECTOR" 11th July Singapore, Marseilles & London
"AENEAS" 4th Sept. Singapore, Marseilles & London

OUTWARD SERVICE.

"ANTYLOCHUS" 20th June Shanghai, Moji, Kobe & Yokohama
"PHILOCTETES" 8th July Shanghai, Moji, Kobe & Yokohama
Also cargo steamers with limited passenger accommodation at specially reduced fares.

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POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	THURSDAY, JUNE 28.	Per
Japan		St. Albans
Shanghai and Europe via Siberia		Helenus
FRIDAY, JUNE 29.		
Europe via Negapatam (Letters only, London 31st May)		Hong Ping
Japan and Shanghai		Haruna Maru
Shanghai		Novara
SATURDAY, JUNE 30.		
U.S.A., Honolulu, Japan and Shanghai		President-Polk
Shanghai		Sinkiang
MONDAY, JULY 2.		
U.S.A., Honolulu, Japan and Shanghai		President McKinley
Manila		President Taft
Europe via Negapatam (Papers only London 31st May)		Autlochus
TUESDAY, JULY 3.		
Japan and Shanghai		Sphinx
U.S.A., Honolulu, Japan and Shanghai		Shinyo Maru
Saigon		Paul Lecat
FRIDAY, JULY 6.		
Japan and Shanghai		Khyber
MONDAY, JULY 9.		
Canada, U.S.A., Japan and Shanghai		Empress of Asia
Australia and Manila		Ararua

OUTWARD MAILS.

For	THURSDAY, JUNE 28.	Per
Formosa		Haruna Maru 4.30 p.m.
Port Bayard		Sunkong 5 p.m.
FRIDAY, JUNE 29.		
Shanghai		Glaucus 10.30 a.m.
Swatow, Amoy and Foochow		Hai Hong 2 p.m.
Shanghai		Glen Shane 3.30 p.m.
Sam Shui and Wuchow		Tai Ming 4.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 30th July. K.P.O. Registration 4.30 p.m. Letters (June 30th) 9 a.m. G.P.O. Registration (June 30th) 8.45 a.m. Letters (June 30th) 9.30 a.m.		Haruna Maru
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 10th July. Parcels 5 p.m. Registration (June 30th) 9.15 a.m. Letters 10 a.m.		St. Albans
*Straits, *Ceylon, *India, *Mauritius, *E. & S. Africa, *Egypt and *Europe via Marseilles—due Marseilles, 4th Aug. K.P.O. Registration 4.30 p.m. Letters (June 30th) 9 a.m. G.P.O. Registration (June 30th) 8.45 a.m. Letters (June 30th) 9.30 a.m.		Novara
SATURDAY, JUNE 30.		
Haiphong		Tonkin 12.30 p.m.
Shanghai and Europe via Siberia		Boochow 2.30 p.m.

*Correspondence bearing names only.

WHEN THE "ITALIA" CRASHED.

NOBILE'S STORY.

THE CHIEF MECHANIC FATALLY INJURED.

THE WALKING PARTY.

Rome, Yesterday.
General Nobile's detailed account of what happened when the "Italia" crashed on the ice shows that the impact was taken by the engine in the front gondola (which became detached, thus marooning Nobile's party). In this crash the chief mechanic, Pomella, was fatally injured, and was subsequently given honourable burial by the marooned party.

Nobile says that the dirigible reassembled and was seen to drift about six miles, when a small plume of smoke was seen trailing astern.

Other Parties.

Nobile gives directions for finding the party with the airship hull, and two Italian and one Swedish seaplane will start the search immediately the weather, which is at present bad, permits.

Nobile states that the walking party, of which there is still no news, was provisioned for forty days, and had instruments and maps. They were without a tent or fire arms.

Nobile says Malmgren calculated that they could do six miles a day. They had done barely three miles a day when they reached Foyn Island, since when nothing has been heard of them.

An Italian seaplane, piloted by Captain Ravazzoni, has arrived at Tromsøe to search for Amundsen and Gullbaud.

American Generosity.

The Norwegian Government, says a message from Oslo, has accepted the offer of an American, Miss Boyd, who had hired, the sealer "Hobby" which was thus obliged to return from the search for the "Italia". She has volunteered to send back the "Hobby" to Spitzbergen free of cost to search for Amundsen and Gullbaud.

Nobile's Nervous Breakdown.

Berlin, Yesterday.
Newspaper correspondents at King's Bay telegraph that nobody is allowed to see Nobile aboard the "Citta di Milano" owing to his serious condition which is alleged to be a complete nervous breakdown. He is unable to give a coherent account of the happenings since the wreck of the "Italia".—Reuter.

A Private Expedition.

Oslo, Yesterday.
Subscriptions are pouring in to the newspaper offices to assist a private expedition which is being organised to search for Amundsen and Gullbaud.

The expedition will start immediately aboard a Norwegian whaler under an experienced Arctic skipper.—Reuter.

LONG SITTING.

London, Yesterday.
After sixteen hours, the longest sitting for two years, the House of Commons adjourned at 7.05 a.m. this morning. The sitting was protracted by the maneuvering of the Churchill opposition in the Committee stage of the Finance Bill, and their efforts were chiefly concentrated on a wearisome discussion of buttons "for fastening purposes."

Finally the new duty on buttons was carried with the addition of a subsection imposing a 25 per cent duty on imported hollow ware.—Reuter.

CAPT. COURTNEY.

Lisbon, Yesterday.
The aviator, Captain Courtney, has set out for the Azores, the first stage of his long flight across the Atlantic and back. Capt. Courtney has been delayed at Lisbon for the last fortnight, awaiting for a favourable opportunity of starting.

PENSION FOR THE EX-SPEAKER.

£4,000 ANNUITY.

VOTE CARRIED WITH LIBERALS' SUPPORT.

LABOUR OPPOSITION.

London, Yesterday.
The House of Commons has agreed to Mr. Baldwin's motion to vote ex-Speaker Whitley an annuity of £4,000, after rejecting the official Labour amendment moved by Mr. Clynes to make the pension £1,000.

The Liberals supported the Government.—Reuter.
[The Speaker's salary is £5,000 annually, but it is generally regarded as being insufficient owing to the numerous "calls" made upon the Speaker to entertain.]

WM. POWELL, LTD.

REDUCTION OF CAPITAL CONFIRMED.

EXTRAORDINARY MEETING.

Capital reduction from £7 per share to £2 per share on 50,000 shares (of which 42,000 have been issued) in Messrs. William Powell, Ltd. was confirmed at an extraordinary meeting.

SHOWERS.

S. winds, moderate; fair to showery, is the official weather forecast until noon to-morrow.

ordinary meeting of holders to-day, held in Messrs. Lane, Crawford's lounge. On each share, \$4.50 will be written off and 50 cents returned to holders.

Mr. M. Manuk (chairman) presided at the meeting. He was supported by Mr. S. J. Jordain (director), Mr. A. C. Howell (secretary) and Mr. R. A. Wadson (of Deacons, the company's solicitors). Shareholders present were Messrs. H. Overly, E. J. Ainslie, D. M. Goodall, A. H. Ribeiro, Leung Poshan, Yap Fook-ling, A. W. Brown and H. E. Scriven.

Chairman's Speech.

The notices convening the meetings were read by the secretary. The chairman then said:—

Gentlemen,—The object for which this meeting has been called is, as indicated in the notices which the secretary has just read, for the purpose of receiving a report of the proceedings of the extraordinary general meeting held on the 9th instant and of confirming as a special resolution the resolution, which was then passed as an extraordinary resolution.

That resolution, you will remember, concerned your approval of a reduction of the company's capital. You will also remember that at the previous meeting I explained to you why your Directors thought it essential to reduce the capital of the company, and I do not think it necessary to deal any further with those reasons except to state that at the meeting in question the resolution approving the reduction of capital was unanimously passed as an extraordinary resolution.

Complying With the Law.
To comply with the Hong Kong Companies Ordinance it is necessary that such extraordinary resolution shall be confirmed by a majority of shareholders entitled to vote as are present in person or by proxy, at a subsequent extraordinary general meeting and consequently this meeting has been convened for the purpose of enabling the extraordinary resolution passed at the previous meeting to be confirmed as a special resolution. I accordingly beg to propose the confirmation as a special resolution of the said extraordinary resolution, namely:—

That the capital of the company be reduced from \$850,000 divided into 50,000 shares of \$17 each to \$100,000, have been issued, to \$100,000, divided into 50,000 shares of \$2 each, and that such reduction be effected by cancelling capital which has been justly and lawfully issued, and by returning to the holders of the 42,000 shares which have been issued and by returning to the holders

CABLE AND BEAM MERGER.

NOT MATERIALISED?

AGREEMENT BELIEVED TO HAVE BEEN REACHED.

UTMOST SECRECY.

London, Yesterday.
The utmost secrecy is being maintained with reference to the Cable and Beam merger. Authoritative information has hitherto been unavailable notwithstanding the appreciation of Marconi and Eastern Telegraph Co. shares on the Stock Exchange.

Reuter's enquiries show that the Imperial Wireless Conference has in no wise discussed a merger although it is believed that a draft report was circulated to members of the conference in the middle of May.

The attitude of Great Britain and the majority of the Dominions towards the merger is probably favourable, especially to those involved in heavy commitments in cables. This attitude, however, is subject to the merger's financial arrangements being considered as sound as to which there was some uncertainty in the absence of precise information.

At present it appears that the only dissentient voice is likely to be South Africa, whose attitude is presumed to be unchanged since Mr. Masefield, Minister of Posts, announced opposition to a merger.

Agreement Reached?

The "Financial Times" says that it has reason to believe that an agreement was reached on June 27 between the Government and the Marconi Co. and the cable companies for the merging of the cable and wireless services.—Reuter.

Statement by Mr. Baldwin.
Mr. Baldwin, questioned in the House of Commons said he hoped that it would not be long before a report on the wireless and cable conference would be received.—Reuter.

"SACRIFICE."

SCREEN VERSION OF DR. R. TAGORE'S BOOK.

SHOWN IN LONDON.

London, June 12.

"Sacrifice," a film story adapted from Dr. Rabindranath Tagore's book of the same name, was privately exhibited in London to-day, in the presence of a distinguished gathering, including Earl Winterton, Lord Hardings of Penshurst, Sir John Simon and the Maharaja of Cochin-Behar.

EMPEROR CLAUDIUS.

RELICS UNEARTHED IN CONSTANTINOPE.

Constantinople, June 18.

Traces of a triumphal arch attributed to the period of the Emperor Claudius were unearthed in the course of excavations in the old Akasari Quarter in Constantinople. Two marble coffins and a number of carved pillars were also discovered.

FIRE IN BIBBY LINER.

London, June 12.

Fire broke out in Number 2 hold of the Bibby Liner, "Yorkshire," containing bran and timber cargo from Rangoon, and outward general cargo from London.

The hold was flooded, as it was impossible to reach the seat of the fire.—Reuter.

In the garden of Mr. H. Bolland, at Evington, Leicester, an Alfrede, discovered a "vixen" fox with three cubs. One of the cubs was killed, but the vixen managed to escape with the others.

BATTLE, MYSTERY, INTRIGUE AND LOVE!

THE THRILLING story of a gay young dare-devil who turned to the sea for excitement and danger, — got it — and of how love won him his regeneration!



John Gilbert in Twelve Miles Out

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The picture that has been hailed as the sensation of the year—John Gilbert's finest role since "THE BIG PARADE."

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John Barrymore in The Beloved Rogue

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TO-DAY TO SATURDAY

Orchestra 6.15 & 9.20
Interpreter 7.30 & 7.15

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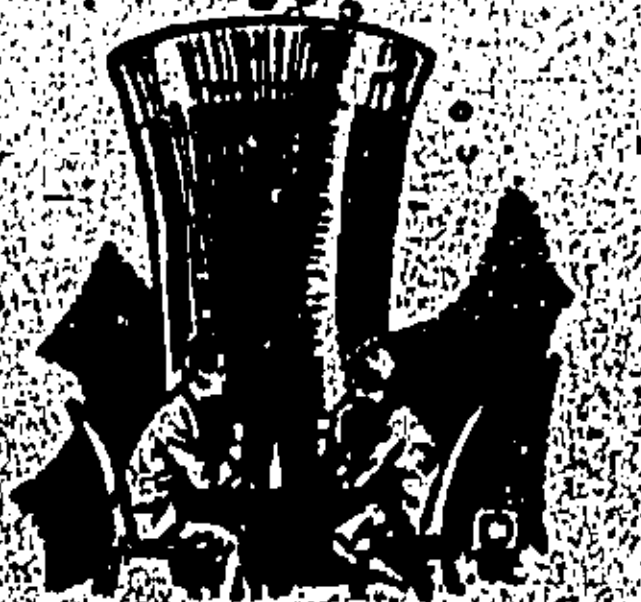
THOMAS MEIGHAN in The Canadian

AT THE

STAR

TO-DAY TO SATURDAY

Continuous 2.30 to 11.15



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